

CYCLE NEWS

WEST

Volume XVIII : Number 41 : October 21, 1981

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AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

Italians sweep ISDE

By Mark Kariya

ELBA, ITALY, OCT. 10

The U.S. Trophy Team rode to a fourth place finish in the October 5-10 56th International Six Days Enduro on Italy's Isle of Elba. Trophy Team rider Frank Stacy (Suz) posted the best individual score by an American rider, fourth in the 250cc class. Dick Burleson (Hus), Jeff Fredette (Suz), Mike Melton (Hus), Mike Rosso (Suz) and Terry Cunningham (Hus) were Stacy's teammates.

In Vase Team competition, it was Larry Roeseler (Yam), Kevin LaVoie (KTM), Frank Gallo (KTM) and John Martin (C-A) finishing fifth overall.

Italy, for the third year in a row, collected the World Trophy win. The home country advantage worked for the Italian Vase Team as they also came up winners. West Germany trailed Italy in both divisions.

All 34 members of the U.S. team finished the event. In all, American riders collected 22 gold medals, 11 silver and one bronze.

Complete coverage next week.

HosPITal STOP: Winston Pro Series rider Hank Scott's Oct. 6 operation to repair injuries he received in a crash at the Sept. 27 Ascot National went off smoothly. Doctors opted against putting a plate on Scott's broken pelvis because it would have required too much cutting. Instead, they now feel it will heal itself without a plate. Scott did receive a 12-inch pin to help connect his badly broken right femur. He will spend another two weeks in traction at Findlay, Ohio's Blanchard Valley Hospital, (room 433, 145 West Wallace St., Findlay, OH 45840) before being allowed to return home and begin exercising. Scott will spend at least three months on crutches before being allowed to walk unaided. "Hank was in good spirits after the operation," said his wife Sue. "He was thrilled to get all the cards and letters that have been coming. They really helped to cheer him up."

The October 10-11 International Drag Bike Association World Finals drag race at Mississippi's Gulfport Dragway saw a pair of new faces in the Top Fuel final. Sam Wills (Kaw) topped Chris Hand (Kaw) for the win, turning 7.43 seconds/187.50 mph to Hand's 8.49/169.81 effort. Hamp Osborn (Kaw) defeated Ron Turner (Suz) for the Pro Stock win while Terry Kizer (Kaw) was downing Craig Burns (Kaw) for the win in Funny Bike. It was Vicki Farr (Kaw) winning Pro Comp over Sam Oskins (Kaw). Number One plates went to Bo O'Brochta (Top Fuel), Wayne Buckler (Pro Comp), Sid Pogue (Pro Stock) and Terry Kizer (Funny Bike). Complete coverage next week.

Neil Hudson will not defend his World Championship 250cc MX Series crown next year. Instead, the Britisher will

be Haken Carqvist's teammate in Yamaha's two-pronged attack on the 500cc World Championship title. American Bill Buchka will remain as Hudson's mechanic.

Polish trials rider Adam Kowalezyk scored a rather amazing clean in the Sept. 27 final round of the World Championship Observed Trials Series in West Germany. Kowalezyk's clean was a clean get-away as he left the trials area after completing the first round, rode straight to the police station and then up the steps and inside without a dab. Kowalezyk claimed political asylum saying that he did not wish to return to Poland.

Wayne Rainey is officially the new member of Team Kawasaki's road racing team. Rainey signed a contract "for more than one year," according to team manager Mathers. "Rainey will join Eddie (Lawson) in the Superbike Championship Series. Lawson, who contrary to rumors has another year to go on his contract, will also ride in Formula One next season," continued Mathers. "Lawson's contract calls for him to have one of Kawasaki's 500cc GP bikes to use. In addition, Lawson will hopefully be able to contest some World Championship events when there is no schedule conflict. Rainey will ride the Winston Pro Series dirt track when not road racing."

Freddie Spencer acknowledged that his mount for the 500cc World Championship GP Road Racing Series will be a new two-stroke Honda GP bike as has been rumored. However, that was all Spencer would acknowledge. "I plan to be in Japan for extensive testing before the end of the year," said Spencer. "Although most of my

time will be taken up with the GPs, I plan to ride both the Houston TT and short track Nationals as well as the Superbike and Formula One events at Daytona." Will Spencer's leaving for Europe open a spot on Team Honda's road racing efforts? "Well," said Spencer with a knowing smile, "I'd say that was very possible. I believe some contacts have already been made but I can't say who."

AFM Pro, the business concern of Rudy Galindo and Jim Moore which promoted the AFM/Budweiser Six-Hour, has reportedly separated from the road racing club American Federation of Motorcyclists. To that end, reportedly AFM will resume control of the annual six-hour endurance race, and that race will run strictly as an amateur club event. AFM Pro, meanwhile has organized the Budweiser 500 series. This series will be large purse endurance races of either 500 miles or 500 kilometers, depending on track length. Tracks to run the series are set to include Willow Springs, Kent, WA, Pueblo, CO, Texas World Speedway, College Station, TX, Mid-Ohio and Indianapolis Raceway Park.

Bill Dutcher, the head of public relations at Harley-Davidson, has resigned his post, and will be moving to upstate New York where he hopes to start a communication and promotions business. Dutcher's stated reason for leaving H-D was that he did not wish to relocate his family to the company's Milwaukee base. Friends in the industry who might want to drop him a note can send it to him in Pilot Knob, NY 12844.

There was an error in Yamaha's recent "World's Largest Pit Crew" ad. Specifically, Sports Dynamics is in Lake Worth, Florida, not Texas as the ad indicated.

HosPITal STOP: Bill Grossi's thumb injury, initially incurred in the Red Bud Trans-USA round, has turned out to be more serious than originally diagnosed. After the swelling went down, it was found that the thumb was broken in several places and surgery was performed last week. Get well cards can be sent to him care of Husqvarna, 4925 Mercury St., San Diego, CA 92111. In the meantime, Jeff Jennings will replace Grossi on Husky's Superbikers team.

While he was on his way to winning the final Superbike round of 1981 at Daytona, Freddie Spencer erased the existing Superbike lap record with a 2:05.64 tour that translates into 110.885 miles per hour. The existing mph record, set by Graeme Crosby, was 105.370. Spencer's race-winning average was 109.343.

Correction: Recently we reported that R.C. Engineering had signed an '82 contract with American Honda to run Top Fuel events. According to R.C.'s Terry Tiernan, that isn't the case. "The only contract we've signed with Honda is one through the end of 1981. We have not signed an '82 contract."

We heard that Kenny Roberts is taking it easy with two weeks in Hawaii following talks with Yamaha in Japan. No news — yet — on the outcome of the talks.

There will be an Oct. 28 public meeting concerning the proposed Sycamore Canyon OHV park in the San Diego area. California Parks and Recreation Department planners

will meet with the public to review an earlier meeting and to invite questions and/or comments on the proposed project, which involves an acquisition of 1900 acres. Results of these two meetings, Parks and Rec says, will help them complete a feasibility study of the project. The meeting will begin at 7 p.m. at the County Administration Center, Room 310, Main Board Chambers, 1800 Pacific Highway in San Diego. Those attending the meeting should use the south entrance.

Nothing lasts forever. Broc Glover, when he first signed with Yamaha in 1976, went out and bought a yellow Jofa mouthguard. It lasted him through three 125cc National MX Championships and one 500cc MX Championship before giving up the ghost and starting to come apart at the Rio Bravo Trans-USA. Farewell, little Jofa...

Prior to the start of the Rio Bravo race, Trophée and MX des Nations team members Donnie Hansen, Danny LaPorte and Johnny O'Mara were driven around the circuit in a four-wheel drive pick-up much to the crowd's approval.

History was made out in the Desert when the Oct. 10 Johnson Valley to Parker Check Chase took off after a five year legal battle. Las Vegas Kevin Welch (Mai) was the event's overall winner. Complete coverage next week.

The overall winner of the Nov. 1 Superbikers race at Carlsbad ought to be able to put food on the table for awhile. Listen to some of these contingencies for first overall: Champion Spark Plugs (\$5000), Hobie Cat (16-foot Hobie Cat sailboat), Bel-Ray (\$1000) and Bell Helmets (\$1000).

U.S. Road Racing Champion Dale Singleton reports that he has had a discussion with Mike DiPrete, AMA commissioner of professional racing, regarding the fact that the factory Formula I four-stroke bikes are quicker than restricted Yamaha TZ750s. "Even though I knew it would cause four-stroke competitors a lot of problems, I more or less asked for them to be required to use carb restrictors. DiPrete shocked me when he told me that the AMA was considering dropping the restrictor requirement for two-stroke 750s. We originally put restrictors in them to slow them down and make for safer racing. Now I'm told that it's possible the tire companies can make a tire that'll last 200 miles (Daytona 200) under a TZ750. Without restrictors in the TZ750s, I think we're looking at 185 mph top speed at Daytona. What toes I have left shake whenever I think of that!" said Singleton.

Now that the '81 Winston Pro Series has ended, speculation as to who will ride what next year is starting to flow hot and heavy. Will Harley-Davidson retain Jay Springsteen, the three-time Grand National Champion whose illness has forced him to miss more races than he has competed in over the past two years? With Freddie Spencer announcing he'll compete on the GP road race circuit in Europe next year, who will Honda sign? Many feel Ted Boody will be in Honda leathers in '82, but Boody isn't all that sure. "I wouldn't count on it," said Boody at the season ending Ascot Half Mile. Will Mike Kidd, the new Grand National Champion, ride Yamahas exclusively in '82?



Hydrogen peroxide will bleach your hair and make your scooter shoot! It's what powers the drag bike that John Dixon of Super-Cycle Engineering of Wallace, North Carolina, has put together. Dixon's best quarter-mile run so far took place at Rockingham, North Carolina, on September 13 when he turned in a 7.65 sec., 171 mph run at "30% power." Dixon says the bike is capable of a 5 sec., 250 mph run at only 80% power. Stay tuned!

At the Ascot Winston Pro Series National, announcer Roxy Rockwood called Gary Scott's bid for the title, "Scott's last hurrah." Scott said, "Bull, I'm not going to quit by any means. This (failure to win the title) just makes me tougher. You better believe I'll have a stronger program next year."

Unknown to Gary Scott was that his wife Donna had taken the Number One plate he had won in 1975 and brought it with her on their trip west. Had Scott won the title, Donna would have been ready for the celebration.

The 1972 AMA Grand National Championship season produced a bumper crop of rookies who went on to bigger and better things. Kenny Roberts, Mike Kidd and Gary Scott were all rookies that year with Scott taking Rookie of the Year honors. Roberts leads the honor roll with two titles (1973-74), 29 National victories and three 500cc World Championship GP Road Racing titles (1978-80). Scott has collected one National Championship (1975) and 18 National wins, while Kidd, the new champ, has won 12 Nationals in his career.

Will Freddie Spencer have a teammate next season when he sets out in quest of the 500cc World Championship Road Racing Series title? Rumors abound in Europe that Honda is out to entice newly crowned 500cc champ Marco Lucchinelli into their camp as a teammate for Spencer, or perhaps, vice-versa. The European press contends that Honda can "buy" anyone they want. Lucchinelli, who won the title on a semi-works supported Suzuki, is looking for a full factory ride. However, with Randy Mamola and Graeme Crosby making up the works team at present, it looks like there may not be a spot for a third rider even is he is the World Champion!

The Motorcycle Safety Foundation has released figures showing a six percent increase in U.S. motorcycle registrations in 1980 over 1979. Registrations rose from 5,339,358 in 1979 to 5,681,479 in 1980. During the same time period, motorcycle accidents decreased by half a percent. There were 177,160 accidents in 1980

compared with 177,984 in 1979. Fatalities rose by 5.1 percent in 1980 from 4,850 in 1979 to 5,097 in 1980. Again in 1980 the ratio of both accidents and fatalities to the number of registrations was down. Accidents per 10,000 registrations decreased from 333.3 per 10,000 motorcycles in 1979 to 311.8 accidents per 10,000 motorcycles in 1980. And, there were 8.97 fatalities per 10,000 motorcycles in 1980 compared with 9.08 fatalities per 10,000 motorcycles in 1979.

MX team changes for '82 have Belgium's Andre Vromans dropping his affiliation with Yamaha to team up with Brad Lackey and Jean Jacques Bruno to contest the 500cc MX GPs for Suzuki. 1979 500cc World Champion Graham Noyce will be back at it in that class, but the Englishman will be on a Kawasaki, not Honda as in previous years.

Want to be a factory backed rider? Sure you do! If you're an on-time enduro rider and would like to apply for a Team Kawasaki Team Green Enduro Support Program ride, send a self-addressed envelope to Kawasaki Team Green, 1062 McGaw Avenue, Irvine, CA 92714 and request an enduro application. Selected riders will receive a bike, a generous parts allowance from their local Team Green Center, and a generous accessory package from Team Green. Your minute's coming up! Get with it!

Works Honda MX engines for next year look to be headed towards the exotic, following on the lines of Yamaha's power valve system. Suspension components are being left more and more to accessory companies with R&D dollars going into engine advancement.

The 68th Annual Paris (France) Motorcycle Show opened last week with over 500 exhibitors displaying their latest offerings. Maico showed their new monoshock (Alpha Control I) motocrossers. KTM also displayed monoshock MXers, along with twin-shock woods bikes. BMW has added the R65LS to their '82 line. The bike features a sporty fairing. According to correspondent Henny Ray Abrams, Yamaha stole the show with the 650 Seca Turbo and 550 V-twin Vision.



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**ON THE FRONT PAGE: Bruce
Penhall, who has certainly
proved himself to be at the
top of his field, shows his
winning form. For more
details on Penhall's latest
escapades, see p. 8, or turn
to an interview on p. 14. Photo
by Mark Kariya.**

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VOICES

Lawson fans

We just returned from the Daytona Beach Pro-Am where we saw Eddie Lawson clinch the Superbike title. We have had the great opportunity and pleasure to meet and talk with Eddie on three occasions and have found him to be a very polite and personable young man. We are of the opinion that Eddie has been overlooked by those of you in the media and wish to inform both press and public of a few of his accomplishments.

1. Placed higher than Freddie Spencer at Houston Short Track (1981).
2. Qualified faster than Wes Cooley or Freddie Spencer in the Suzuka Japanese road race (1980).
3. Won road race heat of Superbikers and was highest placing road racer against Spencer and Roberts.
4. Won second Superbike race ever contested.
5. Has won more Superbike races in previous two years than any other racer.
6. Top combined (Superbike, 250 Lightweight, Formula 1) points scorer previous two years.
7. Won 1980 Daytona 250cc Lightweight race over Freddie Spencer.
8. Seven straight 250 Lightweight wins.
9. Has not crashed in 1981.
10. Contested first Road Race in 1977!
11. Has beaten Cooley and Spencer more than they have beaten him.

We do not wish to take any credit away from Kenny Roberts, Wes Cooley or Freddie Spencer as they are, obviously, great riders and sportsmen; but we do feel that those of you in the media should give credit where credit is due.

CINDY & RUFUS PALMER
Belden, MS

Disagrees with Squirrel

Rocky M. Squirrel has opened his mouth once too often. In concluding his coverage of the Aspen 6-hour he threw a jab at the AFM in reference to the problem we had scoring the 6-hour at Riverside. The problem with the system that day was that each team supplied its own scorer. These scorers missed a combined total of 20 laps. Had it not been for Paddy Shopper, who sat scoring all the teams for six

hours things would have been worse. Paddy's accuracy in scoring and tabulating points is unsurpassed.

As for the rodent's previous challenge for us "California road rashers" to come up and "get your shorts blown off," we have nothing to prove. If you do, come see us.

Remember, we're racing when you're knee deep in snow.

JOMO
Team Bozo
Oakland, CA

Triumph triumphs

While sitting in my shop reading *Cycle News* (Oct. 7th issue) I read something alarming. On page 33 Karl Okamoto wrote about the AFM race at Sears Point on Aug. 30th. In the results he had list Craig Weeks (Duc) as the winner of the twin race. Well guess what? Wrong! I won it on a '73 Triumph 750 Tiger!

The mistake was spotted right after the race finished as I crossed the line 12 bikelengths ahead of Craig. During the entry's I was put down as a thumper instead of a twin, so the results rear: Triumph fifth in Thumper & Ducati first twin. Vance Breese, the AFM North president, changed the results to read: Triumph first and Ducati second. I hope we can see a reprint.

MICHAEL GREEN
West Coast British Racing
Dublin, CA

P.S.: We were the only Triumph at the 6-Hour again, 3rd year in a row, we'll finish next year as our prototype is now done.

Thanks everyone!

This is a letter of thanks to all the people who sent cards and have called me since my crash at the National in Peoria. The arm and shoulder are getting better and I'll definitely be ready for Houston.

I would also like to take this opportunity to thank all my sponsors and the people who helped me this past year: Megacycle Cams, Viper Racing, Castrol, KRW Helmets, Diamond Chain, Champion Plugs, Maxi Steel Shoes, Tilley Harley-Davidson. And a

special thanks to these people: Don and Ruth Scott at Scott Machine, Jack Sisemore, Bruster's Performance Center, Race Ready, George McMahan, Bill Wallace, Nub Stovall and most of all my mom and dad, who have helped me all my life.

BUBBA SHOBERT
National Number 67
Lubbock, TX

Kaw triple info sought

Possibly someone out there could help me.

I'm looking for road tests on Kawasaki triples, any year. I would also like to have the *Cycle Guide* test on the 250 and 750cc GP road racers.

Please contact me with any information you may have on how I could purchase these issues.

KIM BARNUM
1804 12th St. #5
Riverside, CA 92507

Thanks from the head of the Hungry Seven

February 9, 1977 was the first time I came in contact with the California Parks and Recreation Department in the selection of an ORV Park for all us enthusiasts. Over four years later we finally have succeeded in having the California State Park and Recreation Commission adopt the General Plan for Hungry Valley as presented in January 1981 and amended in September 1981.

This completes the first step of a long battle that we, the Hungry Seven, (Hungry Valley Citizens Advisory Committee) have been working on with staff personnel of Parks and Recreation. We have come up with a plan, compromised in many areas, but basically a plan that we felt we could live with and make work. This latest statement is the most important of all. Implementation of the plan is the next step and an advisory committee will be selected by Mr. Herbert L. Heinze, Regional Director, Southern Region. This committee will assist the management team in implementing this plan and make sure that what we as ORVers wanted gets put into effect.

The General Plan for Hungry Valley calls for many new loop trails to be built, location of which will be worked out with the Advisory Committee and planners. Trails will be added to those existing through the Grasslands Management Areas. With this new definition, Grasslands Management Area, we will be able to utilize areas before closed on the original plan, but with a responsibility to stay on trails through this special management area.

Finally we of the Hungry Valley Citizens Advisory Committee want to thank all the volunteers who have attended our monthly meetings throughout southern California. Thanks also to the Parks and Recreation staff, headed by Mr. Alan Kolster, for setting up meeting place for us and going back after each meeting to start the plan all over again. I personally want to thank each member of the Hungry Seven for all the hours of work during regular and special meetings to get the plan we wanted. Thank you to Lonny Sheek, President of District 37, AMA, for giving us the support of the district in this plan.

We now have a fine park. Let's all go out there and ride with gusto, follow simple guide lines, and we will be able to have fun for a long time in our ORV park.

ED WALDHEIM
Chairman, Hungry Seven
Member, AMA District 37

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TEN YEARS AGO

The first Champion Spark Plug Classic road race was run at Ontario Motor Speedway. Riding a BSA Rocket 3, Englishman John Cooper took a narrow victory over Australian Kel Carruthers (Yam). Ron Grant (Suz), Dave Smith (Yam) and Art Baumann (Suz) finished next, followed by unofficial "first dirt tracker" Jim Rice (BSA). The battle for the 1971 Grand National Championship was decided at this season-ending race, and it was Dick "Bugsy" Mann who took the number one plate via his ninth place finish. Contender Gene Romero (Tri) crashed in the first heat and wound up 24th in the overall results, one position behind young Englishman Barry Sheene (Yam).

In other Ontario action that weekend, Carruthers took the Junior/Expert combined 250cc race over New Zealand's Ginger Molloy. In the Junior race Kenny Roberts led till he broke, handing first to Mike Lane and second to Mike Kidd. In the Novice road race it was Howard Lynggard and Steve Baker placing 1-2, followed by Michael Summers and Scott Autrey. In an accompanying motocross, Gary Jones took a new '72 Yamaha to victory after a bumpy battle with Doug Grant.

The Trans-AMA Series moved to Cope-town, Canada, where the European domination was so complete that no American could crack the top 10. Husky-mounted Heikki Mikkola took the overall win ahead Adolph Weil (Mai) and Willie Bauer (Mai). Top American was 11th overall Mark Blackwell. Dewayne Jones (Yam) and Tom Rapp (Bul) took the 500 and 250cc Support class wins, respectively. Among the Support class riders were a pair of Canadian brothers more well known for their flat track prowess, Dave and Doug Schl.

Werner Schutz, a well-known German motocrosser, paid a visit to CMC's night motocross at Ascot Park. He was greeted warmly by Bill Payne, who insisted on showing the guest the way around the Ascot track in the first two motos before allowing him to lead the third. So Payne was overall winner with Schutz second.

ISDT teamster Bill Uhl returned from the Isle of Man to his native Idaho in time to contest the state's MX championship in Boise. Uhl came out the state champ in the 250cc Expert class while Mark Shepardon (125cc) and Bruce Harris (Open) carded the other two Expert titles.

The Phantom Duck of the Desert's efforts to make Wallis Weatherwax the "most famous Novice of all time" paid off when WW was awarded a sponsorship from Circle Industries. Papa Wealey pointed out another little-known fact — Weatherwax's father owned Lassie, the "most famous collie of all time."

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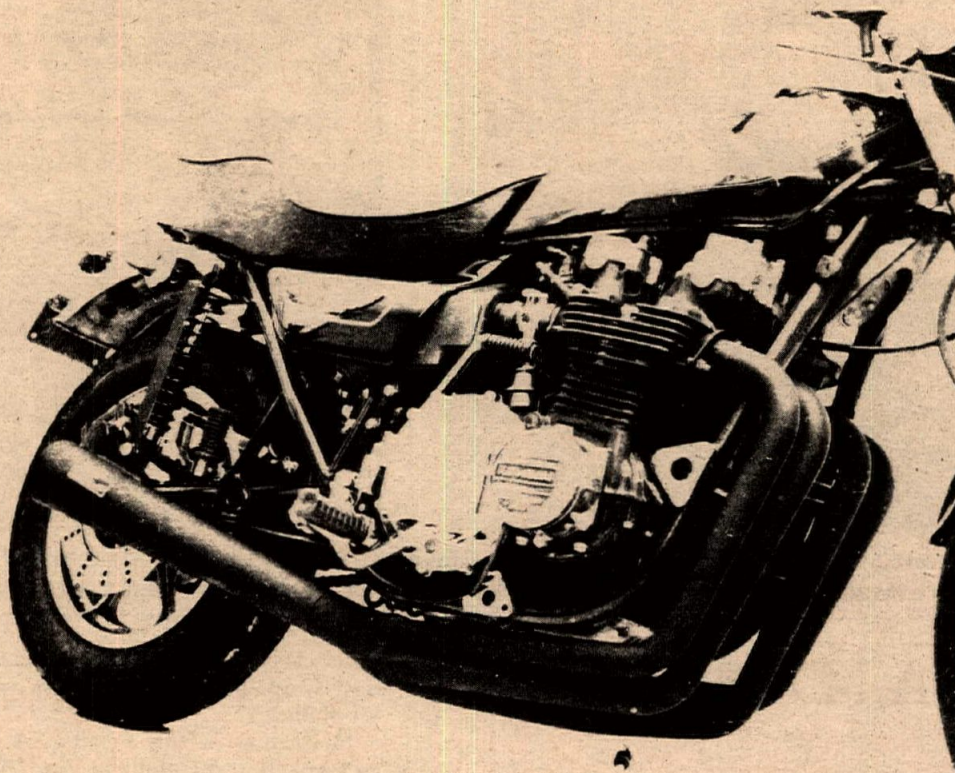
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(Top) The first moto finds Mark Barnett (5) leading Marty Smith (11), Broc Glover (6), Donnie Hansen (21), Scott Burnworth (32) and Johnny O'Mara (40). (Above left) Marty Smith was fourth overall. (Above right) Danny Chandler (314) took the Support class over Jimmy Ellis (30).

AMA Trans-USA MX Series: Round four

Glover guns 'em down at Rio Bravo

By Dale Brown
Photos by Karel Kramer and Brown

HOUSTON, TX, OCT. 11

Yamaha's Broc Glover moved closer to his second MX title of the year with a pair of moto wins at the penultimate round of the Trans-USA MX Series held at Rio Bravo Motocross Park.

6 With one round to go, Glover leads points runner-up Darrell Shultz (a 3-2 second overall on the day) by 29, 171-142. Mike

Bell, who was plagued by bad starts all day, finished fifth and is three points aft of Shultz.

"Last year it (the Trans-USA title) escaped from me and this year I don't want it to," said Glover. "I'm going to get it this year. I'm definitely trying extra hard."

Behind Glover and Shultz in the overall standings were Mark Barnett, who spent a good deal of time dicing with Glover for the lead, and Barnett's Suzuki teammate, Marty Smith. Smitty turned in an outstanding first moto effort, staying with Glover all the way, and overcame an indifferent second moto start to put together a 2-7 start. Bell rounded out the top five with a 5-6 tally.

In Support class action, Danny "Magoo" Chandler won both motos on his LOP Honda CR480R to clinch the series title with one round remaining. In grabbing the title, Chandler led a Honda sweep of the first six places.

The Trans-USA Series returned to Rio Bravo for the first time since 1973, when Jimmy Weinert finally broke the European domination of the series' early years, and turned in the first overall win taken by an American. The sand/loam track is very fast, but in virtually every corner there was only one good line, and getting up towards the front after a bad start was exceedingly difficult.

250cc

The "Bridgeview Bomber," Barnett pulled the 36 rider starting field to the first turn, with Marty Smith and Honda's Donnie Hansen closest to him. A few turns later and Barnett was starting to pull a lead on Smith, Glover, Hansen, Yamaha's Scott Burnworth, Suzuki's Denny Bentley, Honda's Johnny O'Mara and Yamaha's Bob Hannah.

Barnett was definitely on the gas in the early laps, opening up a couple of seconds on the tight Smith/Glover/Hansen trio. On lap five the trio changed as Glover squeezed past Smith and Hansen fell, dropping back to about 10th.

At the one-third marker, Barnett had five seconds on Glover and Smith. Bentley ran fourth in front of O'Mara, Darrell Shultz, Honda's Jim Gibson, Yamaha's Mike Bell, Hansen, Burnworth and Hannah.

Shortly after the one-third mark, race, Barnett's lead started withering and Glover and Smith were on his exhaust pipe.

Though Barnett succeeded in holding the two off through the 10th of 23 laps, the Suzuki's pilot's forearms were pumping up and becoming tired. On lap 11 Glover took the lead.

Smith followed Glover's example three laps later, and the top two positions were set, although it was anyone's race right to the checkered flag.



(Above left) Glover (6) and Barnett staged a tight battle in the second moto. (Above right) Darrell Shultz posted a 3-2 for second overall.

Bentley's race hit its high note on the 15th lap when he passed Barnett for third. But in the last five laps of the race, Bentley dropped back with unknown troubles to finish 12th.

Before he started dropping back, Bentley was joined by Shultz and O'Mara, both of who had gotten past Barnett. Coming into a single-line turn Shultz had bumped into Barnett from behind and knocked him up and over the berm, allowing O'Mara to get by as well.

O'Mara's time in fourth was short-lived. A lap later he fell, landed on his right wrist and sprained it. After circulating a couple of laps at slow speed, O'Mara called it a day.

When the checkered appeared, Glover had the victory with a narrow lead over Smith. Shultz was third and followed by Barnett, Bell, Hansen, Gibson, Hannah, Kawasaki/Moto-X Fox rider David Bailey and Honda's Steve Wise.

The second moto began with Barnett first out of the hole, but Glover made a pass through the first turn to take the lead. Behind them were Shultz, Honda-mounted Ron Turner and Hansen.

Glover and Barnett were soon, as has been the case a few times during this series, hard at it in the battle for the lead. At most points on the track Glover usually had a bikelength or two, but not much more.

Shultz had settled into a firm third by the fifth lap, trailed by the Honda trio of Hansen, Wise and Danny LaPorte, who had a very disappointing first moto, where he finished 15th.

Behind the top six were Marty Smith, Bob Hannah, Rick Burgett and Mike Bell.

Barnett made his strongest challenge of the moto right at the midway point, but in doing so he fell and dropped to fifth. Shultz seized on the opportunity to move into second with Wise and LaPorte running 3-4.

Bell was doing his best to move up, and by lap 15 he was ahead of teammates Burgett and Hannah and had just passed for seventh.

With seven laps remaining, LaPorte put a move on Wise to take over third. Behind them, Hansen was beginning to slow as he suffered through a painful sideache.

Shultz kept the pressure on Glover, but couldn't get close enough to set anything up. Barnett salvaged something out of the moto by taking fourth from Wise with three laps remaining. Bell couldn't move any higher than sixth, where he was followed by Smith, Burgett and Hannah. Hansen finished 10th, just ahead of the moto's top privateer, Steve Martin on an LOP Honda. Bailey crashed twice in the second moto, but his combined score gave him top privateer honors at 12th overall, one position ahead of Martin.

"I like this place," said Glover after the race. "I usually do pretty well here. It's fast but it gets pretty rough too. In the second moto Barnett got the jump off the gate and I squared him off through the first turn and passed him on the straightaway. That helped out a lot because at this track you're really at a disadvantage when you're behind because there's so much roost coming off the tires. It's not the hot tip to be behind."

Shultz, down for so much of the year with injuries, was happy with his second place. "It went well. I'm still a little bit impatient, a little bit unsure of myself. I'm just coming back into racing after a whole summer off. I'm getting my confidence back up now so I can relax and quit crashing, knowing that I can catch the leaders. I hope next week I can put the finishing touch on this series and at least win the race."

"I just didn't have a very good day today," said Barnett. "My arms pumped up in the first moto and in the second moto I crashed. Go for it next week, I guess."

500cc Support

Magoo's domination of the Support class — he'd won five of the six previous motos — looked to continue as the pack left the line in the first moto. Chandler pulled the lead out of the first turn followed by Kenny Keylon (Yam), Honda pilots Mike Brown and Jimmy Ellis, and Jeff Hicks (Yam).

While Chandler occupied himself with building a lead, Ellis moved himself to third on the second lap. The order remained through most of the first half of the race, until Keylon dropped his bike in an off-camber turn and dropped to fourth.

Keylon dropped another two positions soon afterward as Honda's Rich Coon and Honda pilot Larry Wosick passed him.

The top two positions were settled but third place went down to the line — literally — on the final lap. Coon started a late race drive that had him on Brown's rear fender when the white flag came out. Coming down to the last jump before the flag, Coon berzerked it in a last ditch effort to take third. Unfortunately, not only did he miss it by inches, he crashed in a big way. "I knew I was going to crash," said Coon, "but I didn't think I'd crash that hard." The incident knocked the wins out of him and left him somewhat bruised.

Following the spectacular effort for third and fourth were Wosick, Sun, Keylon and Keith Oelerich.

The start of the second moto looked to be a repeat with Magoo out front and followed by Ellis, Coon, Hicks, and Keylon.

This moto, however, Chandler's lead was not continuous. On the second lap he dropped the bike and Ellis sailed past. Chandler was up in time to regain second, but had some distance to make up.

While Chandler was making up the time, Mike Brown moved into fourth behind Coon. Wosick followed.

With a little over 50% of the race on the books, Chandler caught up to Ellis.

"Captain Cobalt" was serious about winning, and Chandler found his efforts stymied for several laps. But in the end, Chandler did get by, pulling away once he was in front.

With only two laps to go, Chandler skirted disaster once more. He ran into the back of a lapped rider in a slow corner and stalled the engine. He got it started in the nick of time to hold his lead.

Coon ran a steady race all the way for third overall. Wosick triumphed over Brown in their battle for fourth. Overall, however, it was Brown fourth and Wosick fifth.

"I felt pretty good out there in the first moto," related Chandler after the race. "In the second moto I was riding too loose and I let myself relax too much. I slid out and he got by."

Results

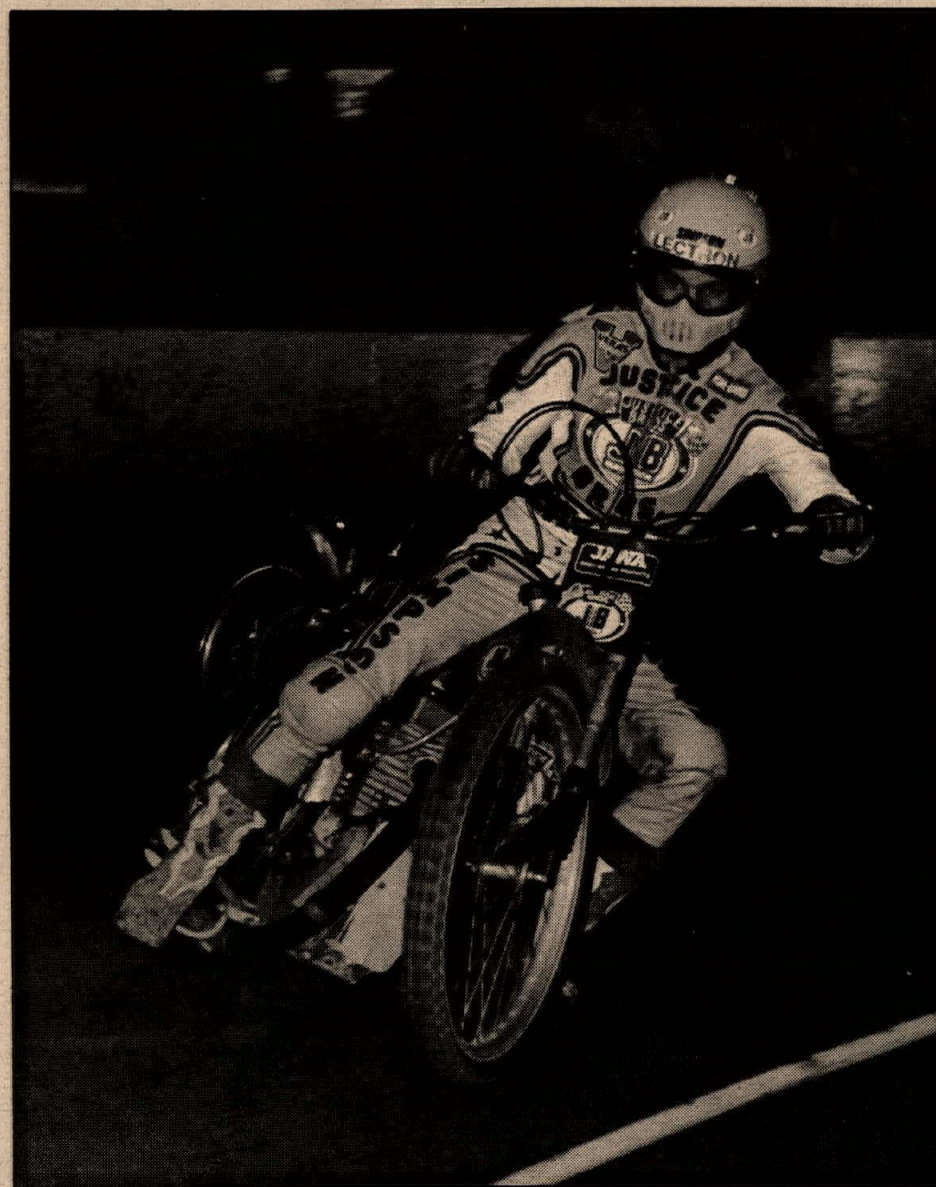
250cc: 1. Broc Glover 1-1 (Yam); 2. Darrell Shultz 3-2 (Suz); 3. Mark Barnett 4-4 (Suz); 4. Marty Smith 2-7 (Suz); 5. Mike Bell 5-6 (Yam); 6. Steve Wise 10-5 (Hon); 7. Danny LaPorte 15-3 (Hon); 8. Donnie Hansen 6-10 (Hon); 9. Bob Hannah 8-9 (Yam); 10. Rick Burgett 11-8 (Yam); 11. Jim Gibson 7-13 (Hon); 12. David Bailey 9-14 (Kaw); 13. Steve Martin 13-11 (Hon); 14. Gary Semics 16-12 (Suz); 15. Scott Burnworth 14-15 (Yam); 16. Danny Bentley 12-* (Suz); 17. Ron Turner 18-18 (Hon); 18. Johnny Spaw 17-19 (Suz); 19. Rick Johnson *-16 (Yam); 20. Nick Cordova *-17 (Suz).

500cc SUPPORT: 1. Danny Chandler 1-1 (Hon); 2. Jimmy Ellis 2-2 (Hon); 3. Richard Coon 4-3 (Hon); 4. Mike Brown 3-5 (Hon); 5. Larry Wosick 5-4 (Hon); 6. Ron Sun 6-10 (Hon); 7. Jeff Hicks 11-6 (Yam); 8. Kirk Spencer 10-7 (Yam); 9. Randy Kirschbaum 9-11 (Yam); 10. #798 13-8; 11. Gary Pustelak 12-13 (Hus); 12. Jeffery Shaw 15-12 (Hus); 13. Kenny Keylon 7-* (Yam); 14. Keith Oelerich 8-* (Yam); 15. Eric McKenna *-8 (Mal); 16. Ricky Blackwell 16-14 (Yam); 17. Jeff Ellens 17-16 (Hon); 18. Joe Baker 20-15 (Mal); 19. #749 18-17; 20. Robert Handy 14-* (Suz).

*Denotes placing outside the top 20.

AMA TRANS-USA MX SERIES POINT STANDINGS: 250cc: 1. Broc Glover (171); 2. Darrell Shultz (142); 3. Mike Bell (139); 4. Mark Barnett (132); 5. Bob Hannah (126); 6. Donnie Hansen (104); 7. Danny LaPorte (103); 8. Marty Smith (101); 9. Steve Wise (95); 10. David Bailey (76); 11. Jim Gibson (71); 12. Rick Burgett (70); 13. Scott Burnworth (69); 14. Danny Bentley (60); 15. Steve Martin (58); 16. Ron Turner (43); 17. Rick Johnson (40); 18. Gary Semics (37); 19. Mike Guera (31); 20. Donnie Cantalupi (20).

500cc SUPPORT: 1. Danny Chandler (193); 2. Jimmy Ellis (144); 3. Larry Wosick (139); 4. Jeff Hicks (138); 5. Rich Coon (133); 6. Mike Brown (101); 7. Arlo Englund (89); 8. JoJo Keller (60); 9. Kenny Keylon (59); 10. Gary Pustelak (56); 11. (TIE) Andy Stacy/Eric McKenna (55); 13. (TIE) Ron Sun/Denny Schwartz (54); 15. Keith Oelerich (43); 16. Troy Bradshaw (40); 17. Bill Grossi (38); 18. Thomas Rice (33); 19. Kirk Spencer (25); 20. Randy Kirschbaum (22).



(Clockwise from top left) From left to right, Mike Bast, Bruce Penhall and John Sandona make up the winner's circle. Penhall streaked by Alan Christian en route to the overall. Seven-time champ Mike Bast turned in a strong second. Third place Sandona has the inside line.

U.S. National Speedway Championship

Penhall keeps on going

By Ken Kellogg

Photos by Dennis Greene and Kellogg
COSTA MESA, CA, OCT. 10

Bruce Penhall capped off a banner year when, before a packed house at the Orange County Fairgrounds, he captured the 1981 U.S. Speedway Championship.

The win was a popular win, and certainly not unexpected. But it was still amazing that Penhall was able to pull it off. He had been hospitalized the previous two days due to a severe case of influenza, and was only released four hours before the race. Penhall's condi-

tion was so weakened that he required oxygen after every heat.

The night provided all the things you could ask for. The popular hero (Penhall) took it all, the super talent (Mike Bast) placed second and then the big story was a big upset as John Sandona finished third. In qualifying it was a surprise that Sandona made the

National but he truly opened some eyes as he placed himself as the third best speedway rider in the U.S.

One of the favorites, Alan Christian, got off to a bad start in his first race. Christian finished fourth, behind Sandona, Dave Sims, and Duane Yarrow.

Event seven was a perfect example of how up for this race everyone was. The match up was Dubb Ferrell, Mike Curoso, Lance King, and Yarrow. All were Pros yet there were four restarts in the race and to the disappointment of many, King was out and listed in fourth. King, another favorite going into the night, was hoping to at least finish in the top five, but he could not accomplish that. King will ride the entire season next year overseas teamed up with Penhall — watch out world. King is good and will indeed be a threat to the world crown.

At intermission there was a three way tie for first between Bast, Penhall and Mike Faria. All had two wins and one second.

The first race after the intermission was a thriller featuring King, Bast, Sigalos and Sandona. King and Bast were fighting it out for first place, but while they were they forgot one very important element, Sandona. On lap four Sandon went to the outside and moved in front of King and Bast, thus putting Bast to third and virtually out of the championship spot. At the same time he put himself into at least the top five. King finished second and Sigalos was fourth.

The race of the night was event 16: Penhall, Bobby Schwartz, Christian and Curoso. At this time Schwartz had only eight points and he desperately needed a win to stay in contention. When the tapes went up it was Penhall taking turn one as the leader. Bruce was incredible and unbeatable, as he rode the race unchallenged. Christian finished second and Schwartz, having a bad gate, finished a very disappointing third. Curoso was fourth.

Sandona went on to win event 17 and maintain himself as contender. The very next event saw Penhall take care of the question of who is really number one beating out Sims, King and Steve Lucero. Bruce had put a cap on the National Championship.

In event 19 two of the top four riders were here, Bast and Faria along with Yarrow and Schwartz. Bast took the gate, led the entire race and took the win. Faria got second, putting himself, Bast and Sandona in a three way tie for second. Schwartz was third and Yarrow took the wrap up spot.

After the final event everyone knew who was the National Champ, Penhall, however the books weren't in yet on second, third and fourth places. There would have to be a run-off between Bast, Sandona and Faria.

In the run-off all these riders took their time getting to the line. When the tapes went up Bast flew out of the gate with Sandona on his rear tire. Mike got some distance in the straightaway but every lap thereafter Sandona gained back some ground. At the tapes it was Bast, Sandona and Faria.

So reigns Bruce Penhall, as the best. Bruce now holds the California State Championship, the National Championship, one half of the World Pairs title and of course the World Speedway Championship.

Results

FINAL STANDINGS: 1. Bruce Penhall (14); 2. Mike Bast/John Sandona/Mike Faria (12); 5. Bob Schwartz (9); 6. Dave Sims/Alan Christian/Mike Curoso (8); 9. Lance King (7); 10. Dubb Ferrell/Dennis Sigalos/Gene Woods (6); 13. Keith Larsen (4); 14. Paul Orlajidi (3); 15. Steve Lucero/Duane Yarrow (2); 17. Bob McLain (1); 18. Shawn McConnell (0).

World Speedway Champion

BRUCE PENHALL

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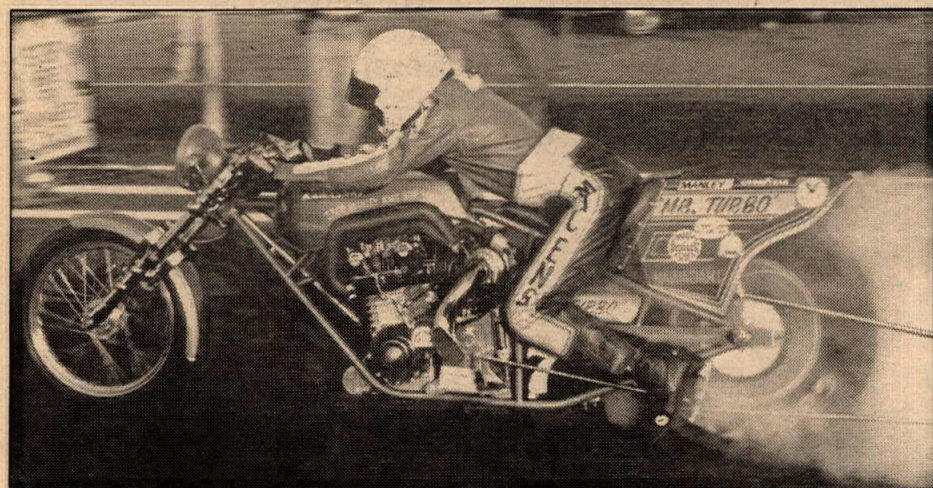
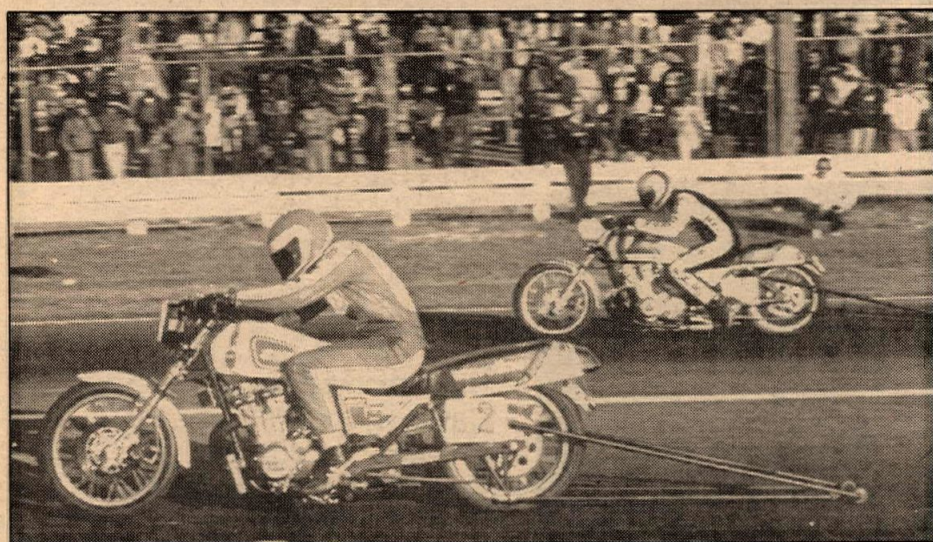
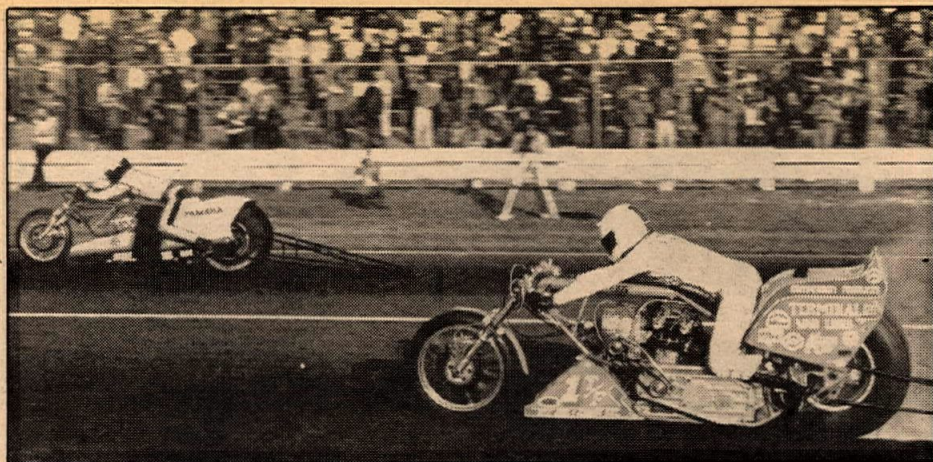
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(Top) Bo O'Brochta (near lane) smokes the tire as Jim Bernard takes the holeshot in Top Fuel. (Middle) Bob Carpenter (2) topped Terry Vance in Pro Stock. (Above) Funny Bike winner Terry Kizer.

Bernard, Kizer, Carpenter win NMRA U.S. Nationals

By Steven Crosby

Photos by Greg Guarinello

ATCO, NJ, OCT. 3-4

The classic themes in literature are based on the conflicts man encounters against other men, nature, machines or himself. Everyone of these themes had a story to go with it at the

15th U.S. Nationals at Atco Dragway. At some drag races one lane is good and the other is slippery. Saturday qualifying at Atco was a choice between a bad lane and a "why bother" for any motorcycle which had a big tire. Pro qualifying was unimpressive all day except for the 8.85 Pro Stock run by Bob Carpenter in the middle afternoon. The wind was also a serious problem on Saturday. Temperatures were in the low 50s all day and there was a strong cross wind

blowing across the track. Terry Kizer was almost blown off the track on one run as the front wheel on his Funny Bike was lifted off the ground and only an imitation of a Winston Pro rider in a turn saved him from injury. By Sunday the wind had died down and temperatures were in the middle 60s but traction was still hard to find.

Top Fuel

Suzuki's Terry Vance qualified number one in Top Fuel with an off

pace 8.18. In the first round he had a bye run. Next up was Bo O'Brochta vs. Dennis Sargeant. O'Brochta laid down low E.T. and top speed with a 7.62 at 183.29 to Sargeant's 8.21/170.13.

Jim Bernard was suppose to pit his Yamaha against Russ Collins but Collin's Honda cracked a case and munched a crank when a blower belt let go during qualifying. But that didn't help Bernard that much. The starter motor for the Yamaha had broken a shaft on Saturday and efforts to repair it resulted in more breakage. One last attempt proved to be fruitfull and the bike started. As Bernard brought the bike to the line owner Ron Teson made a gesture of prayer with his hands only to see the bike toss a chain on the run. If the California-based team could beat themselves they had a chance to win the race.

In the second round the only two racers to win a NMRA crown in Top Fuel this year had to meet, Vance and O'Brochta. Vance left O'Brochta by almost two bikes as the Kawasaki spun the tire. But at the other end Bo was turning it on while Vance drifted to the edge of the lane and had to shut off to avoid going off the track. The win light went to Bo and Vance coasted through with a 9.89 at only 85.79 mph. Bernard had a bye run and laid down the team's best run in some time with a 7.77/178.21 mph.

Bernard and Bo were in the final and Bernard had the least favorable of the lanes. But again O'Brochta spun the tire as Bernard launched well. The Yamaha started to burn pistons and lose power at the other end while the Kawasaki was charging. The win went to Bernard with an 8.07/158.73 to Bo's slightly quicker 8.06 at 180.00. For Teson and Bernard it was the first victory in a frustrating season.

Funny Bike

Only the fastest eight make it into Funny Bike eliminations and for the second time in a row Vince Santangelo, the points leader, failed to qualify. Six Funny Bike riders were to be inducted into Wiseco's Seven Second Club at the banquet that night but no one was able to hit the sevens during the day. Number one qualifier Terry Kizer put away the ever popular Harley of Ray Price in the first round, 8.24/161.87 to Price's 8.93/125.69. In the second round Kizer met the number three qualifier, Bob Lytton. Kizer again prevailed with an 8.29/151.77 to a 9.17/157.34.

The final pitted Kizer's MTC/Mr. Turbo Kawasaki against the Orient Express bike of Jon Baugh. Baugh had beaten Ken Landwehr and Jim Cooper on his way to the final. As the two approached the starting line a psych game began. Baugh waited a very long time to stage as did Kizer. Finally Baugh moved to the line. The pair left together but it quickly became evident that Baugh's Kawasaki was losing its clutch and Kizer took the win with a 8.36/169.49 to Baugh's 10.17 at 99.33.

Pro Stock

Pro Stock came down to a battle of the number one and two qualifiers, Bob Carpenter and Terry Vance. Carpenter, a recent transplant to New Jersey, had been testing the slippery Atco track the week before. It seemed to make the difference as he qualified on top with an 8.85/148.51. Vance was number two with a last minute 8.94. Randy Mason and Mike Keyte rounded out the top four with 8.94 and 8.97 times, respectively.

Carpenter had a bye in the first round and ran the meet's best time at 8.82. In the second round the story was the faster bike overcoming the slower bike's better reaction time. In each race it was a come from behind

victory. Carpenter defeated Keyte, 8.89 to 9.12. Mason beat "Pizza John" Mafaro, 8.93 to 9.20. Vance beat Carpenter's new employer, Joe Folgore, 8.85 to 9.17. In the first round Vance set top speed of the meet with a blast of 152.54 mph.

The semis pitted Carpenter against Mason. Vance had a bye to the final and ran an 8.94/151.51. Carpenter knew he was in deep against Mason, who had become very consistent on his Kawasaki. Carpenter took a half bike lead off the line and it was just enough to defeat Mason by half a wheel as Carpenter ran a 8.91/148.76 to Mason's better 8.88/148.02. The final was a familiar one with a unfamiliar ending. The two Suzukis left the line with a slightly better reaction time by Carpenter. Vance couldn't get around him and Carpenter won with a 8.83/149.00 to Vance's right there 8.85/150.75. It was the first time in over a year in Pro Stock that Vance had been defeated in an all out race.

RC Sportsman Cup

The top sportsman class rider of the year was to win \$3,000 from RC Engineering. Going into the U.S. Nationals the top four in the standings had used their five race quota and had to hope the rest would fail to pass them. The best chance to win was held by Jim Dodich, but he failed to win his class and did not make it into final eliminations. The only other two with a chance were Modified riders Paul Gast and Ed Warren. The two were seen trying to figure out what they had to do to win, including meet each other in the third round. But that never came to pass as Gast went out first round when his bike wouldn't shift into third gear. Warren was on his way, but had to win in the final with his Honda to capture the big money. He made it to the final. The pressure was immense as the difference in winning or losing was over three grand. Warren had the handicap head start but could not hold off Lance Boyer. As runner-up Warren missed winning the RC Cup by 30 points. First in the RC Cup standings was Frank Jones III.

In other sportsman action Rich Stetson defeated Rick Gero in Pro Comp. Joe Yeager used a holeshot to win Super Modified on his Yamaha over the record setting run of Mike Phillips on a VHR Suzuki. Jay Wilson won in competition; Lance Boyer in Modified; Tom Faucher was the victor in Stock and Tom Anglesey won Combo.

Special awards

At the NMRA banquet several special awards were given out in addition to the number one plate trophies for 1981. Pro Rider of the Year went to Terry Vance while his partner Byron Hines received the Pro Mechanic of the Year award. Rookie of the Year went to Funny bike rider Vince Santangelo who won the class in his first year of competition. Sportsman Rider of the Year was the RC Cup champ Frank Jones III. Sportsman mechanic went to the very popular Rick Stetson. Murdock Racing Enterprises was the recipient of the Manufacturer of the Year award. Sponsor of the Year was a tie between U.S. Suzuki, who also won the Manufacturer's Cup, and Manley. The guys at *Cycle News* won the media award. •

Results

NMRA NATIONAL CHAMPIONS FOR 1981

TOP FUEL: Bo O'Brochta (Kaw).
FUNNY BIKE: Terry Kizer (Kaw).
PRO STOCK: Terry Vance (Suz).
PRO COMP: Rick Stetson (Suz).
SUPER MODIFIED: Mike Phillips (Suz).
COMPETITION: George Bryce (Kaw).
MODIFIED: 1. Lance Boyer (Suz).
STOCK: Tom Faucher (Kaw).
COMBO: Tom Anglesey (Hon).
RC SPORTSMAN CUP FINAL STANDINGS: 1. Frank Jones III; 2. Lance Boyer; 3. Ed Warren; 4. Vic Force; 5. Rick Stetson; 6. Jim Dodich; 7. George Bryce; 8. Paul Gast; 9. Geoff Masters; 10. Tom Faucher.

TEAM YAMAHA CLEANS UP IN UNADILLA MUD.

It was a dirty job, but someone had to do it.

After days of torrential rains, the Unadilla race track had become a mud bath. Yet three men in gleaming yellow

suits jumped right in.

And jumped right out almost as fast.

Broc Glover was the first to shine.

He blasted through the muck on his Jon Rosenstiel-tuned works Yamaha for first overall and an even better



grip on first place in the Trans-USA Series.

But hot on Broc's rear wheel was a hurricane.

Reports later confirmed this mud-caked whirlwind to be Bob "Hurricane" Hannah, flying to second overall (and third in the series).

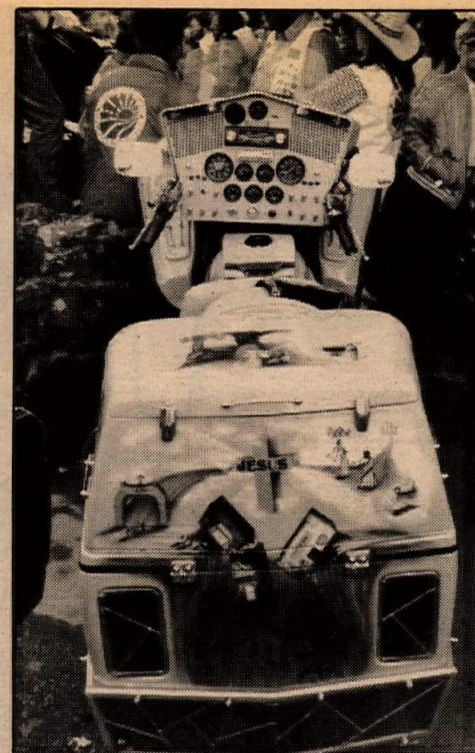
Even team-mate Mike Bell played a few dirty tricks. Enough to make sure second place in the Trans-USA still belonged to him.

All that adds up to Glover, Bell and Hannah first, second and third going into round four.

And at the rate they've been going, they just might wrap up the series. Easy as one, two, three.



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(Clockwise from top left) You'll see a little bit of everything at Aspencade, including some very nifty trailers. Some dressers featured impressive artwork. Touring can be a family affair. A miniature "superbike" race raised funds for Muscular Dystrophy Association.

Thousands attend Aspencade Motorcyclist Convention

By John Wyckoff

RUIDOSO, NM, OCT. 1-3

The Aspencade is to the fall of the year what Daytona is to the spring. Bill France has brought us Daytona Speed Week for more than a decade, which heralds the beginning of the riding

season. The Aspencade signals the close of riding weather for most of the U.S. The event, named after the Aspen trees which turn from green to bright gold in late September, has been the result of the efforts of one man, Til Thompson, a local businessman who is dedicated to motorcycling.

Unlike Daytona, or any other event in the world, the Aspencade is not race or brand oriented. It is concerned with the riders, their families and their ideas. The average age of the "delegates," as Til likes to call them, is probably close to 40, and their income level must be above average, judging by their quality motorcycles.

The four-day event takes place in Ruidoso, a little town of about 7,000

people, which is located high in the mountains of southeastern New Mexico, just on the edge of an Aapche Indian reservation. In years past, the weather has been ideal, with warm sunny days and cool clear nights. This year, mother nature played her tricks on the participants. The rains managed to arrive along with most of the delegates, but that didn't seem to dampen their spirits. This is a hearty touring crowd, which comes equipped for any and all conditions, so they just donned their rain suits, prayed for a break in the weather and continued with their activities.

The ride to and from Ruidoso, is at least half the fun for most of the delegates. The breathtaking scenery of New Mexico and the friendliness of the shopkeepers and natives makes for a

very easy-going event. Some participants came from as far away as Europe and Australia, just to attend this most prestigious event in motorcycle touring.

It was truly amazing to see thousands of fully dressed touring bikes some with side cars, others with trailers, most decked out with the personal touch of the owner, parked in the large lot in front of the Chaparral Hotel (The Aspencade headquarters). The amazing part was that just as soon as the rains ended, those in attendance had their rigs cleaned and shining. The best concession in town had to be the coin operated car wash. It seems that dedicated touring riders are driven by some strange compunction to keep their bikes clean and polished no matter what the weather conditions.

There were enough breaks in the rain to hold the bike judging events. This consisted of more than 20 contests in which the winning delegates were awarded trophies. Events included everything from the best Moto-Guzzi 1000, to the best dressed couple. *Rod Rider* Magazine sponsored an economy run and Harley-Davidson put on a poker run, the proceeds of which went to H-D's favorite charity, the Muscular Dystrophy Association.

There were about 60 companies showing their wares at the Convention Center which overflowed into a tent. Yamaha was the only bike manufacturer missing due to the conflict of their showing the new 1982 Yamahas in California on the same weekend. Honda, who had just finished their dealer show, had the new water-cooled 750 V-4s on display along with their new 1100cc super-equipped Gold Wing, called the Aspencade Tourer. Except for a few minutes late each evening, it was almost impossible to get close enough to the Honda display

to get a good look at the bikes due to the crowds. Honda was the hit of the show.

Exhibitors confessed that they got more constructive input and ideas from Aspencade rally participants than from any other method of gathering information.

A new event was made a part of this year's convention. The "Superbike" Grand Prix. The entry fee was \$5 and the "Superbikes" were supplied. The "Superbikes" were miniature motorcycles and the race course consisted of running twice around the hotel. Again, the proceeds went towards the fight against Muscular Dystrophy.

Every major motorcycle event has its "guru," and the Aspencade is no different. Since it is a road riding event, it's only natural that the "guru" was Roger Hull, publisher of *Road Rider* Magazine. Roger and his entire staff were on hand. Some were drafted as judges, and the rest, I am sure, carried out their R/R assignments enjoying the event as much as the rest of us.

It's an eerie spectacle to see a thousand motorcycles leave a motel parking lot and be aware that their combined noise is less than that of two tractor trucks. Such is the nature of the Aspencade, an orderly group of very considerate people. I'm unaware of anyone being hassled by the police, or being drunk in public, or of being inconsiderate.

Last year, I criticized the Chaparral Hotel because of bad housekeeping. This year they are to be complimented on keeping things quite neat and clean, considering the size of the crowd and the weather conditions.

All in all, I consider the Aspencade to be one of the most pleasant events in all of motorcycling. This was my sixth year and I plan to attend again in '82. ●

SUZUKI WRAPS UP 1981 WITH NMRA SWEEP

October 21, 1981 **CYCLE NEWS**

CARPENTER WINS:

Bob Carpenter edged out Suzuki's Terry Vance in the final round at Atco, New Jersey with a blistering run of 8.83 seconds at 149 mph to Terry's 8.85 at 150.75 mph. Both were aboard Suzuki GS-1100's. But the Vance & Hines Team walked away winners, too.

VANCE WINS:

Already named 1981 Pro-Stock champ, Terry Vance was further honored with the NMRA "Rider of the Year" award.

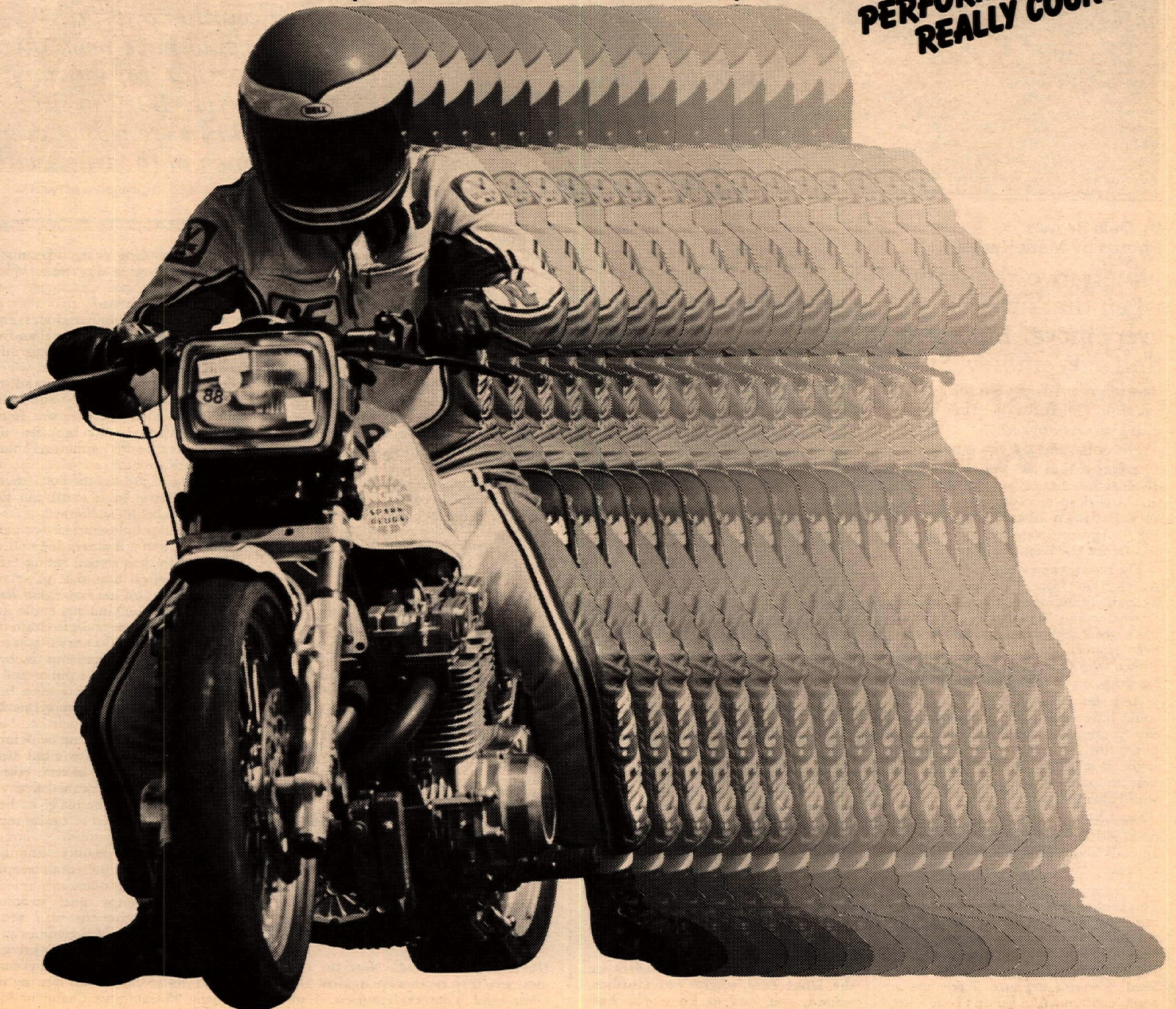
HINES WINS:

All the effort paid off for Byron Hines as he was awarded the "Pro Mechanic of the Year" honor by the NMRA.

And so ends yet another winning year.

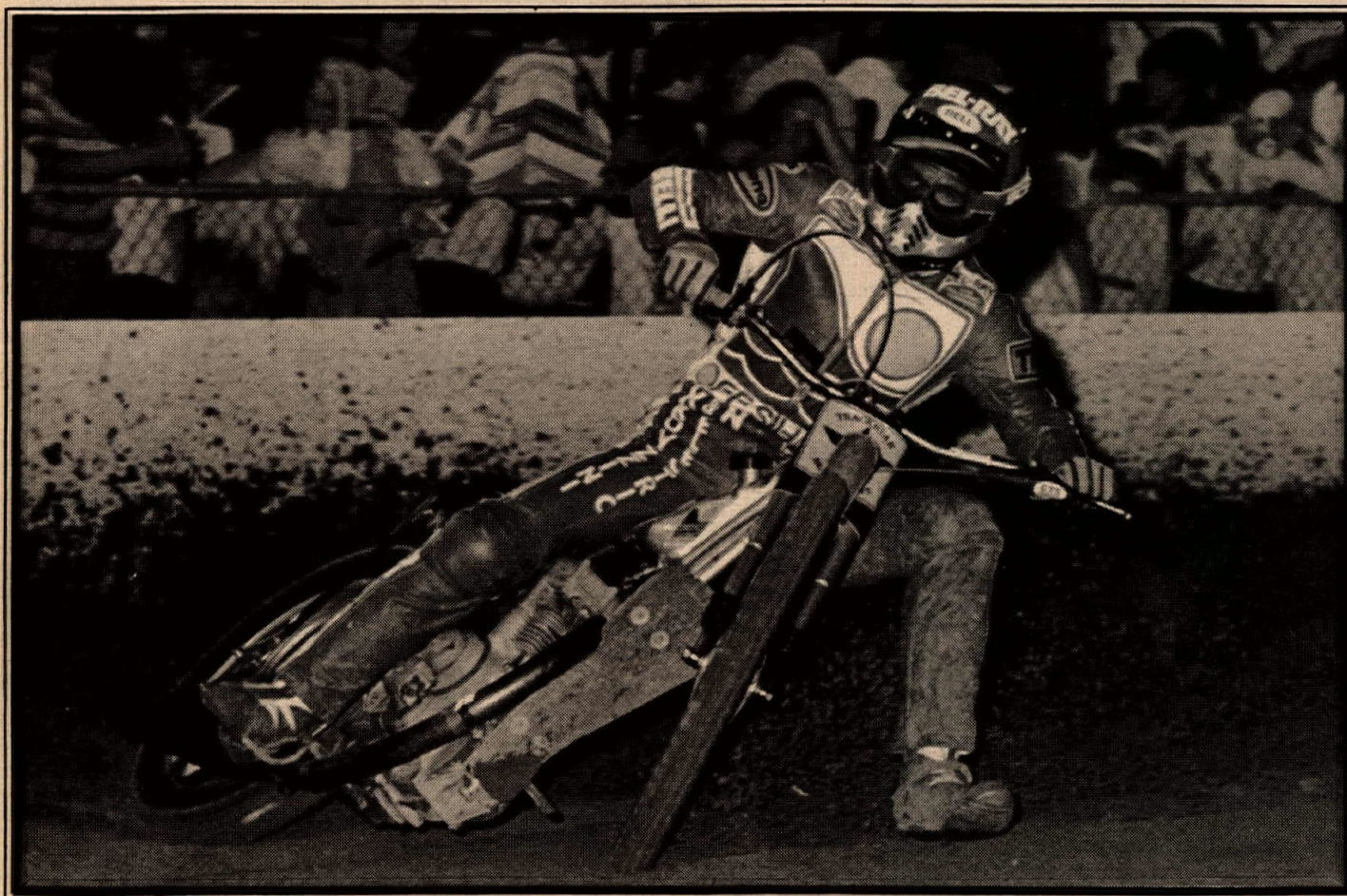


**SUZUKI 1981.
PERFORMANCE THAT
REALLY COUNTS.**



BRUCE PENHALL

ONE FOR THE WORLD



By Dale Brown
Photos by Mark Kariya

Ninety-two thousand. That's a lot. Especially when that's the size of the crowd watching your every move. But on the night of Sept. 5 at London's Wembley Stadium, where the 92,000

strong crowd was watching, 24-year-old Californian Bruce Penhall's moves worked.

He collected 14 or a possible 15 points to win the 1981 World Individual Speedway Championship, the first American to capture the title in 44 years, when Jack Milne did it in 1937. Appropriately enough, Milne was among the Wembley crowd.

The honors came quickly for Penhall. A telegram from President Ronald Reagan. Standing ovations from the crowds at San Bernardino and Costa Mesa when he returned in late September. Honors from Governor Jerry Brown, the Orange County Board of Supervisors and the city of Costa Mesa.

And he deserves them. Penhall could have settled into the sand-and-fun routine of southern California beach life, but he opted for a grueling regimen of riding against the world's best to prepare himself to win the world championship. Now it's his.

We were fortunate to be able to sit down with Bruce during his brief return, and talk about what it was like to have a dream come true. Here's how it went...

You told us last year that one morning you would wake up and you would be world champion. How did you feel on the morning of the Wembley final?

Well, I wasn't too sure. I felt really good, confident and I didn't have a lot

of pressure on me. But you never can tell until it's over. Last year before the world final in Gothenberg I felt very well there too and after I finished fifth, I thought "Oh man, how many years is it going to happen like this?" You could wake up, feel great and still not win the world championship. This year everything went my way and I put it together. I've had a good year over there, winning the Best Pairs Championship with Bobby Schwartz and I think our team should win the British League this year.

There were 92,000 people watching you. What kind of pressure did that put on you?

It scared the hell out of me at first. I got there and I went in the dressing room and took a nice cool shower, and had a little nap and then I walked out into the stadium. At Wembley there's a big tunnel and I walked out of the tunnel to look at the track. It just so happened that the supporters from my team were all above the tunnel — 30 busloads of them — and when I walked out in my street clothes they made so much noise it scared me. It startled me and I was wondering how I was going to be able to handle it once everybody was in and the racing started. I just hoped it wouldn't get the better of me. Fortunately I was able to block it out of my mind and everything went really good.

When you crossed the finish line in the final race where you finished second, you had to know you had

the world championship. What were your feelings right then?

Well, before that heat I knew all I needed was just one point and I didn't want to do anything stupid. I've done that before — when I didn't really need to win, but went out there and tried to win anyway and crashed or something and ended up losing altogether.

I knew I wasn't going to push Kenny Carter because he and I are not the best of friends, and we've had a few scrapes before. If I would have beaten him off the start, then I would have been all right. But I was too close to him so I decided to ease off a little bit and settle for second. I never once started to push him in that race. I just carried on with two points.

It didn't bother me to not have the maximum 15 points. All I wanted to do was win the meeting and that is the way it ended up. We had some problems with my number one bike that I'd ridden the first four heats with. It was going very good but I found metal traces in the oil and that is the first sign that it could seize up. So we opted to go to my second bike but I knew my second bike was just as good as my third bike or my first bike.

"I couldn't believe it — a surfer from the beach getting a telegram from the President!"

Obviously it worked! Now the two most exciting races were against Ole Olsen and Tommy Knudsen. How

did you set them up going around the outside as you did?

In the one with Ole Olsen I was pulling on him all the time and it was just a matter of when I was going to get him. But he is such a clever racer, with so much experience it's like he's got eyes in the back of his head and he just knew where I was all the time.

I made a few mistakes in that heat and the one where we both lifted together I should have been on the inside but he read me again and it just took an extra lap. It was just a matter of when I was going to pass him and it happened a little bit late.

With Tommy Knudsen, just after he made a good start on me I switched over to the inside and got him. Then I lost a little concentration, thinking he was too far up and the other two riders would be in behind me and they would be blocking him. I took it a little too easy and he went by me and really startled me. I couldn't believe it! I just thought, "Where the hell did he come from?" Then he was really pulling me and I was trying everything I could, gaining on him so slowly it was a matter of down to the last two inches and I just barely got by him.

"I was just so happy and I wished my mother and father could have been there — that was my only gripe. But I'm sure they were riding every inch of the track with me."

You got a standing ovation from the crowd when you had it won. What were your feelings, knowing you were world champion?

For the last four years I've been trying to become world champion and it meant so much to me, my family, my close friends and sponsors and everybody who has put in a lot behind my career. I was just so happy and I just wished my mother and father could have been there — that was my only gripe. I am sure they rode every inch of that track with me.

But it was just a fantastic feeling and I could never begin to explain how great it was and what the atmosphere was like. The people were just incredible. After I won it it scared me to hear them all with their horns, rattlers and screaming. The stadium is so small, almost closed, and the noise boils over and echoes so much in there it was just unbelievable. It sent chills through my spine a few times. They say if you are to win a world championship the best place to do it is at Wembley and I understand why now. It is the best place to win it just because of the atmosphere.

You are going to be trying to defend the world championship right here in the Los Angeles Coliseum, where the '82 World Final is scheduled.

That's right. I've never really had on my mind that I wanted to continue on doing like Ivan Mauger did — winning nine world finals. The only thing that really entered my mind was to become world champion just once.

Now I have another goal: to win it here. I won it over there and I would like to win in front of American supporters. I was really happy to bring it back to America since we haven't have it in over 44 years. At San Bernardino (the Sept. 23 California Championship)

I couldn't believe the reception I got — I got a standing ovation and it really made me feel good.

I always thought that they were watching us over in England, but I sort of had it in the back of my mind, "Well, they don't think about us that much." Then when I got that reception I was thrilled to death and then I really knew that they were behind us.

You won your first world championship earlier in the year when you and Bobby Schwartz took the World Pairs Championship in Poland. What did that feel like to you?

That was great, it really was. We were standing on the podium and it was great for us to know that we had won a world championship but we were in Poland and Bobby and myself were the only two Americans there. We really wish we could have shared it with American supporters. They were playing the national anthem and out of say about 50 to 70,000 people, there were only two Americans in the whole stadium, Bobby and I. It was a great feeling for us to win and I'm not going to gripe about that, but it would have been nice if we could have had the American support.

As far as difficulty of racing, which was easier: the World Pairs or the Individual?

The Individual, by far. It is such a hard build-up — I've worked the last four years trying to become the world champion and it is such a darn mental strain. It works on you. It's physically tiring because of the traveling you have to do during the season and trying to get a good build-up toward the world final. After the world final is over you feel like your season is finished. I was so mentally and physically drained that when I rode three days later and I won the meeting it didn't mean anything to me because I'd been on a peak for so long and then it just came down. I feel the world championship should be the last meeting of the season because there is such a big build-up towards it.

You've still got two things coming up that we're aware of. First as we understand it, your team Cradley Heath is leading the British League. That's right. All we've got to do now is win three home matches and we've done it and nobody can touch us. We've won 19 out of 20 matches this year and that hasn't been done before. I've got the British League Rider's Championship as well, where the top man from each team in the British League race at an open meeting at the end of the year. That is the very last meeting of the year and I've been second in that for the last two years running and I'd sure like to win that this year.

I would really like to come back and retain my U.S. National Championship title. I've won the California state title and I was really happy to do that and I would like to put a nice cap on the year by winning the Nationals.

When will the year end for you?

I will be back here for the Nationals in October and I'll be in California for about eight days and I'll go back to England again for the BLRC and two more open meetings in Germany. Then I'll arrive back here in the beginning of November. I'll have a two month break where I plan on taking about two weeks off and not doing anything. I'd like to go to Hawaii and have a little vacation.

Then I start training again and go to Australia in January and New Zealand in February. I'll get back to the States the first of March and train a little bit more and then race the international series like the middle of March where the Europeans usually come over and race at Costa Mesa and San Bernardino or like they did last year where they had the Americans

that are based in Britain versus Americans that race here. Then I'll head back to England around the end of March sometime and start the season all over again. So actually I've got two weeks off this year before I start training.

Are you still planning on riding the Superbikers event?

Yes, that is something I like to do. I have fun do it. I can barely ride a motocross bike anyway, but I have a good time out there and Husky has come up with a bike. I received one from Malcolm Smith, Bel-Ray, John LaDoucher and Mark Blackwell. They all presented me with a brand new Husky, so I plan on doing a little riding and get in a little practice. But I know there is no chance for me to ever get close to winning the thing. I am just looking forward to having a good time like I did last year. I got beat awfully bad, but I didn't expect to do well. Not against those guys — they are fantastic. But I have a good time doing it.

Do you see any changes in your future as far as the schedule you've set?

Well, I'll be going back to England next year because I want to try for the world championship here in the States. After that I really don't know. I might finish then; it just depends. I'd like to get a products line going in the near future.

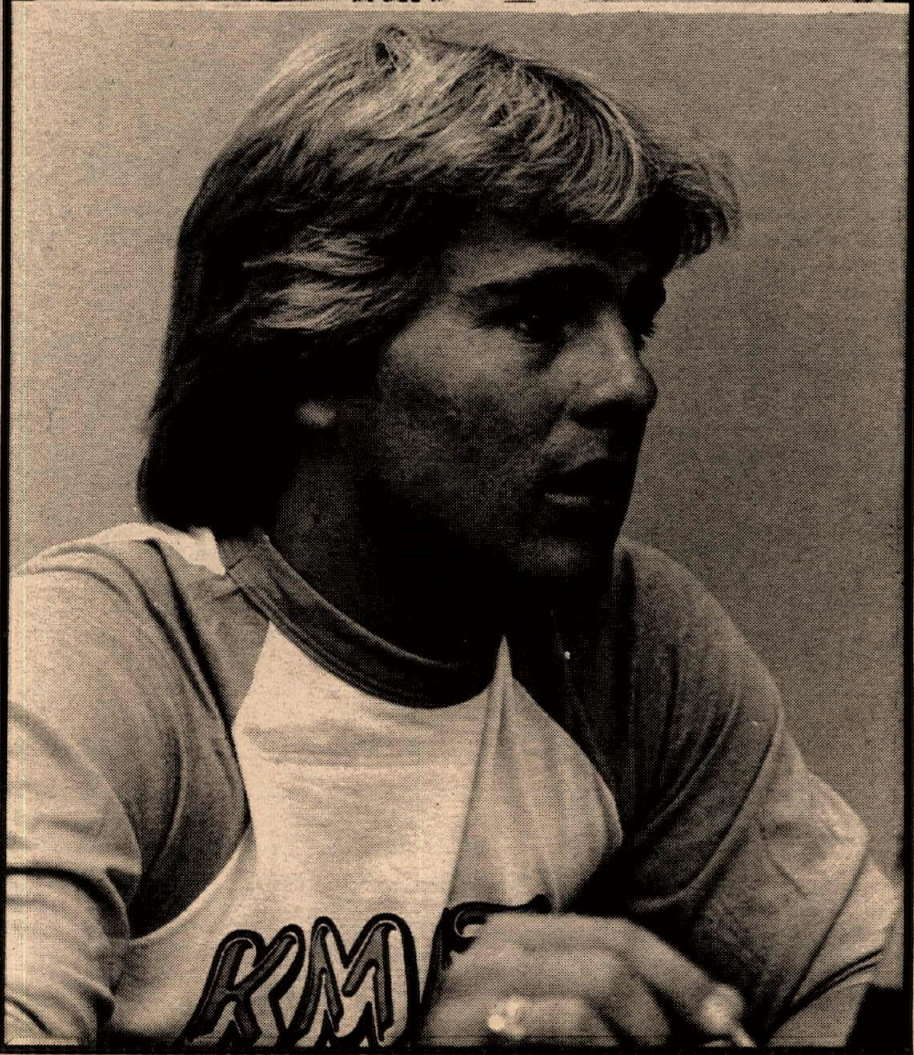
We've got a few things going now: my own speedway boots and the book, *Bruce Penhall's Stars and Bikes*. It's been a big seller in England. It hasn't gone too well over here but I think it is a pretty good book.

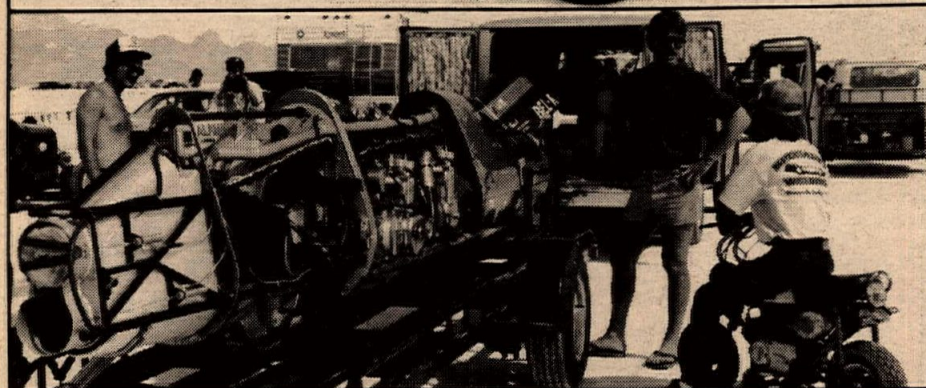
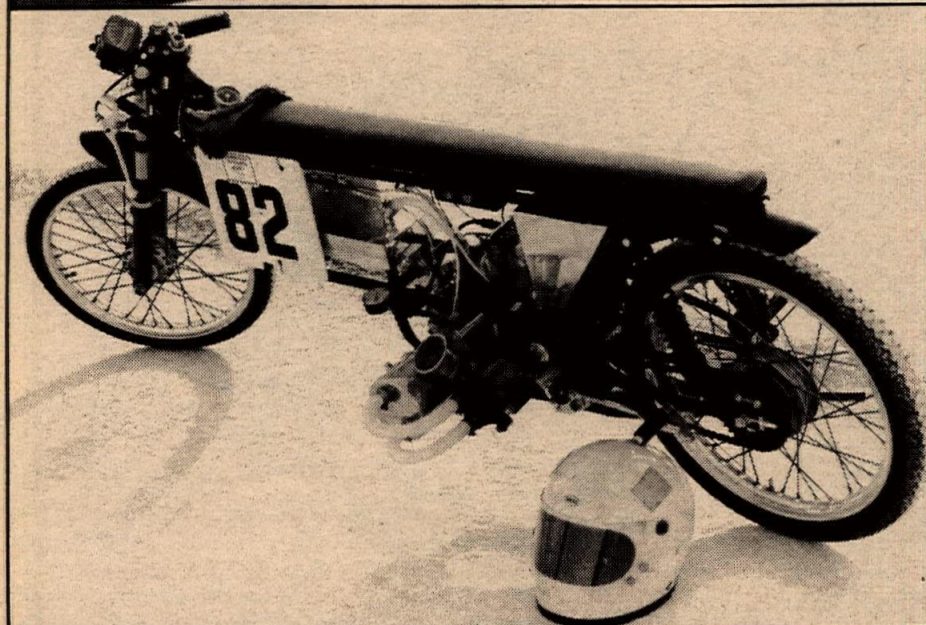
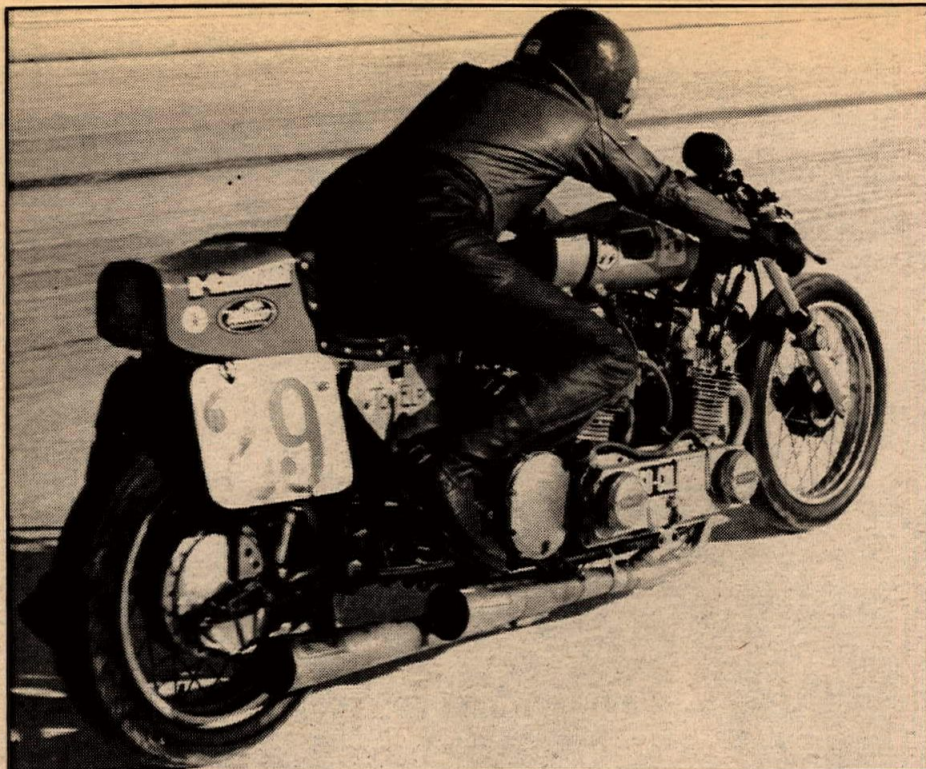
"They were playing our National Anthem and out of about 50 to 70,000 people there, Bobby (Schwartz) and I were the only Americans."

We heard that you got a call from a Hollywood producer. Do you see yourself getting into movies or acting? I've never even thought about that. I am a racer and I've been so involved in speedway for the last eight years that I've never even given that a thought. I had a lot of fun filming the movie *On Any Sunday II*, doing all the riding out in the sand with Malcolm and Kenny. It was hard work, take after take after take, but I never even thought about acting. We did get a call and we will definitely ring them back in November. We'd like to have a meeting with them and see what they have to offer. But as of right now nothing really has taken off.

We understand you got a telegram from President Reagan?

That was something else. My first night back from the World Final to my home track at Cradley and the stadium was full. It was raining and I received a few other gifts from the owner of the team and the promoter and the supporters club and a few other little things like crystal. My promoter read the telegram, and I didn't know who it could have been from, then at the bottom it said from Ronald Reagan. Then we got a letter from them all typed out from the White House with a seal on it and then President Reagan's signature. I was really thrilled to death when I saw that. I couldn't believe it — a surfer from the beach getting a telegram from the President! I thought this is really great, really good. ●





(Top) Tom Elrod's double Kawasaki went 196.957 for the fastest record of the meet. (Middle) Jim Ahrens' radical little 50cc Kreidler. (Above) The Don Vesco streamliner had its share of troubles.

Twenty-one records set at 33rd annual Bonneville Speed Week

By Dorde Woodruff

WENDOVER, UT, SEPT. 20-26

Motorcyclists set 21 new records in 14 classes at the Southern California Timing Association's annual Speed Week at the Bonneville Salt Flats. Numbers of both motorcycle and car entries

increased again over last year; the lines of vehicles waiting to run never let up.

Excellent salt conditions and sunny skies promised an exceptional

week which was cruelly truncated, however, by high winds Thursday afternoon and all day Friday, the last day qualifying runs are scheduled. The course was shut down for part of Thurs-

day afternoon, shut down again after most of the record down-runs early Friday morning. The last few down-runs and all the return-runs were made on Saturday morning.

The most hotly contested class this year was the smallest and slowest, the 50cc Production class, sparked by the arrival of Honda's sleek MB5 at dealers across the country. Four groups or individuals who were planning to enter other classes realized that the sophisticated and civilized new two-cycle could exceed the class minimum of 50 mph. One of these was Jim Ahrens of Arcadia, CA, a successful campaigner of two-cycle Kreidler 50cc race bikes at Bonneville since 1977. Frustrated in his attempt to obtain a Honda, Ahrens quickly then bought a Kreidler Florette 50cc street model, which is not normally sold here, but one of two in the country. The class was completed by two red Hondas and one black one, and a 49cc Suzuki.

The Suzuki proved not fast enough to compete at the Salt Flats' 4214-foot elevation. The Hondas immediately exceeded the class minimum while Ahrens was riding his other bike, then Honda and Kreidler took turns raising the record, with Michael Becker of Golden, CO, owning it at week's end — until the fun resumes next year. Becker's final average of 60.757 was aided by tail winds both ways, as he ran down Friday morning, and returned Saturday. The Kreidler and one of the Hondas which was revving better than Becker's and checked out fast on warm-up, were unable to qualify again Thursday or Friday because of the shutdowns.

At the other end of the scale were the two big motorcycle streamliners, the double-engine turbocharged Harley Jammer and the Kawasaki Lightning Bolt, ridden by Dave Campos and Don Vesco, respectively. Both made only three runs, the Jammer breaking too badly to be fixed at the salt, and Vesco left in line Friday along with most everyone else.

The two 'liners are at quite different stages in their development. After several seasons' campaigning, the Jammer's crew has worked out a lot of bugs, and the bike is seriously building horsepower. Gearing was changed for this meet, with a 42-tooth rear sprocket installed to replace the former 30-tooth one. A plenum increasing the intake manifold size from 70 cubic inches to 180 evened out the charge to the cylinders. The resulting spunk, contrasted to the 'liner's previous sedateness off the line, surprised Campos as he carved a big curlicue off the line on Sunday before settling into a steady run. The summer's chain breakage problem was solved by using a new

Tsubaki chain closer to a stock Honda 750 chain of that brand, only with heavier side plates. A semi-enclosed chain oiler helped, also. Jammer owner Mil Blair noted that the chain wasn't even hot at the end of a run, that it barely stretched over the three runs, and that it wasn't scuffed or marred. Though the clutch broke on Tuesday's run, Blair was happy with the season's progress, and stated that the runs at the Utah Salt Flats Racing Association's summer meet, where lines are inconsequential, had really helped them sort out problems.

Vesco's new KZ1300-powered 'liner came to the salt almost untested. It made one aborted run last fall, stopped because the cockpit was fogging in the cool, moist air, and then the weather closed in. It didn't get very far after the tow start on Monday, suffering problems which, though not serious, caused the bike to fall over and mar the other side, not an unheard-of occurrence in Vesco's long career. Although it checked out earlier, the tow release did not check out on the starting line until after some fiddling with the electrics. Evidently during this process a solenoid was activated for the gear changer, and one engine was in a different gear from the other. Also, salt packed between the rear pulley and its belt, tensioning the belt too much, slowing the drive and eventually breaking the belt. Some time was then spent building belt guards.

On Wednesday's run the 'liner took off well from the tow release, gaining enough speed that the aluminum-treaded rear wheel with its incised Xs dug a two-inch deep groove in the salt, a phenomenon not likely to be appreciated by other racers or SCTA officials. Also a front pulley vibrated loose. Minor damage to the pulley splines was fixed and the wheel rim changed to one with the same grit surface but without the Xs.

On Thursday's run the bike again started well from the half-mile, 40-50 mph tow, but never tracked straight. Later Vesco found that, although he checked the wheel alignment before leaving home, that was apparently the source of the wobble. The plain wheel tread did not cut so deeply, and the bike was ready and waiting on Friday with many others until the meet was shut down without further qualifying runs. This 'liner has some innovative features, primarily the all-belt drive with its overhead drive line, as well as the aluminum wheels, and it is larger, heavier and more powerful than Vesco's well-tested previous vehicle, crashed last June at El Mirage dry lake. (Of which he said, "I could fix it, but it's a major.") Vesco estimates the new bike's weight as 1700 or 1800 pounds, and the horsepower at about 500. He

Class	Rider	Make	Date	New Record	Old Record
P-50	Michael Becker	Hon	9/21/81	56.439	50.000
P-50	Michael Becker	Hon	9/22/81	57.092	56.439
P-50	Jim Ahrens	Kre	9/23/81	59.481	57.092
P-50	Michael Becker	Hon	9/26/81	60.757	59.481
A-AB-50	Jim Ahrens	Kre	9/21/81	75.697	65.000
A-AB-500	Mark Lingua	Hon	9/21/81	141.334	140.073
P-650	George Forsythe	Hon	9/21/81	128.395	115.698
P-650	George Forsythe	Hon	9/24/81	129.394	128.395
M-AG-650	George Forsythe	Hon	9/23/81	130.475	128.001
A-AB-650	Les Ranger	Hon	9/22/81	161.786	153.228
A-AB-650	Les Ranger	Hon	9/26/81	164.073	161.786
A-AG-750	Mike LaFollette	Hon	9/24/81	144.887	144.481
A-AG-750	Phil Allen	Yam	9/24/81	153.678	144.887
APS-AG-750	Mike LaFollette	Hon	9/24/81	149.814	148.323
APS-ABG-750	Don Engebretsen	Hon	9/23/81	162.134	160.000
P-1000	Glen LaFollette	Hon	9/21/81	147.331	141.733
M-AG-1000	Glen LaFollette	Hon	9/26/81	158.483	154.246
APS-AG-1300	Mike Ross	H-D	9/23/81	171.994	169.888
APS-AG-1300	Mike Ross	H-D	9/26/81	176.465	171.994
APS-AG-2000	John Halder	Kaw	9/23/81	183.498	173.432
A-AF-3000 (Unofficial)	Tom Elrod	Kaw	9/23/81	196.957	188.006

badly needs more time on the salt to sort it out.

Don Engebretsen and Ted Gansberger carried on a week's-long friendly rivalry with their red-framed, turbo-charged, alcohol-burning Honda 750s, before ending up with blown engines 300 yards apart on the salt that cold Saturday morning. Engebretsen's is Gansberger's of last year; the two met at Bonneville then. Gansberger's bike has an interesting feature, an intercooler to reduce the air temperature in the carbs after it comes warm from the exhaust and is compressed by the turbo.

Engebretsen's bike, less complex and having been run more, ran well before breaking, turning 187.734 in qualifying Thursday (the record is 176.277, set last year), with Gansberger a little slower. Engebretsen rode also his last year's bike, another Honda 750, to a 162.134 record on Wednesday, over a 160.000 minimum set for the new APS-ABG-750 class, devised to give gasoline-burning bikes a chance to compete separately from fuel-burners.

Four Honda records were set by the son and father team of Mike and Glen LaFollette, enthusiasts who ride their salt-beaters to work and also race, or have raced, elsewhere. These two kept very busy all week wrenching in order to set two records apiece, especially Glen who converted his 900 from the Production to the M-AG-1000 class. Since Glen had displacement to work with, he was able to bore the engine to accept higher dome Honda pistons of an unspecified model, as well as milling the heads for more compression. The lights came off for the Modified class, and a Bassani Superbike pipe and racing Keihin carbs replaced their stock equivalents.

Road racer Mike Ross used his friend Vance Breese's record setting Harley of last year, since Ross' similar new one wasn't finished and Breese had another Bonneville bike to play with. Ross used his own piston, cylinders, rod set, and flywheels, setting up the engine with more compression and less displacement, also a less restrictive set of pipes two inches in diameter instead of 1 1/2". Doug Draper, the tuner, is a past AFM number one rider, and the team got the Harley to go faster during the week until it bested Kawasaki rider John Haider's 1978 APS-AG-1300 record with a time of 171.994. Then they bumped it to 183.498.

Tom Elrod campaigns a formidable double engine Zee with which he has been setting records at Bonneville since 1976. The double ran the best it ever has this week, and Elrod raised his 1977 A-AF-3000 record from 188.006 to 196.957, qualifying on Tuesday at 200.233 for the second highest qualifying time by a bike not a streamliner.

New this year on the double were two-throat carbs which Elrod helped S&S design. These are the most sophisticated of S&S carbs, with additional circuitry. They're like simplified Webers, but designed for motorcycles with their vibration and exposure weather. They flow well and provide a good mix throughout the throttle range, according to Elrod.

For the serious enthusiast, Bonneville is a great place to see everything from the latest innovations to the historic, from purely functional machines to lovingly crafted ones. Until recently the only meet was SCTA's which is still the biggie, by far. The last few seasons the Utah Salt Flats Racing Association has been holding two and three day meets, hopes to go for a big four-day one next July.



Don Engebretsen's alcohol-burning Honda went 187.

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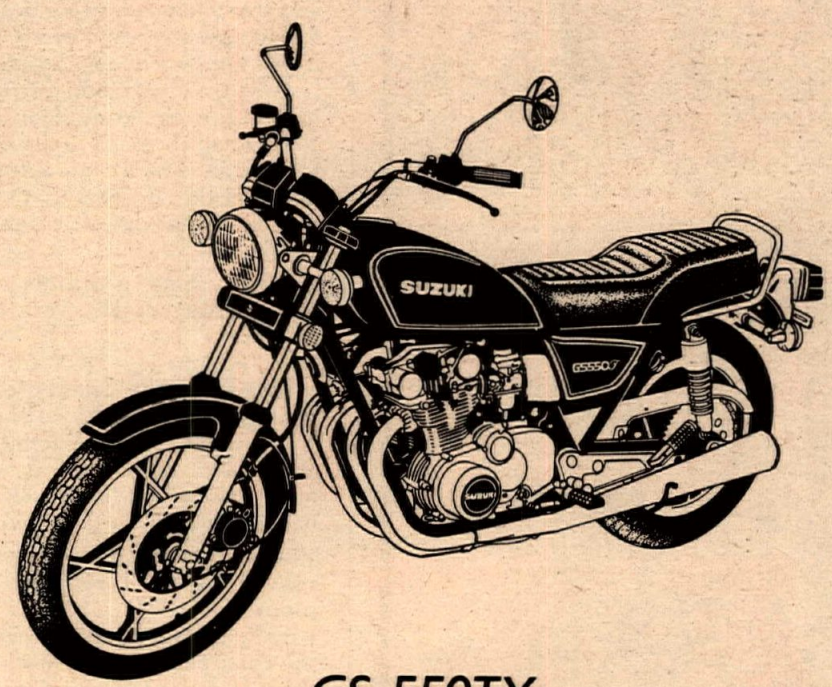
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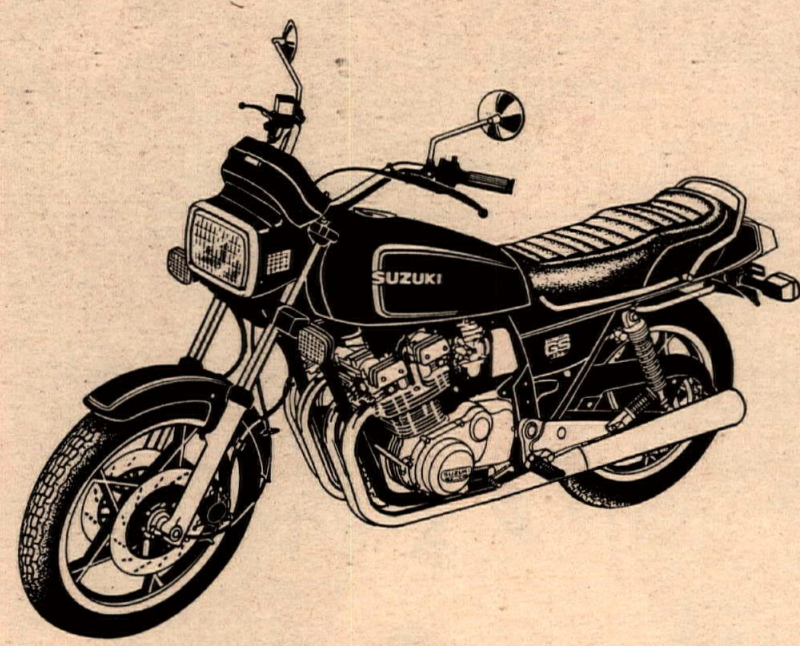
\$1999*



GS-550TX

~~\$2999~~

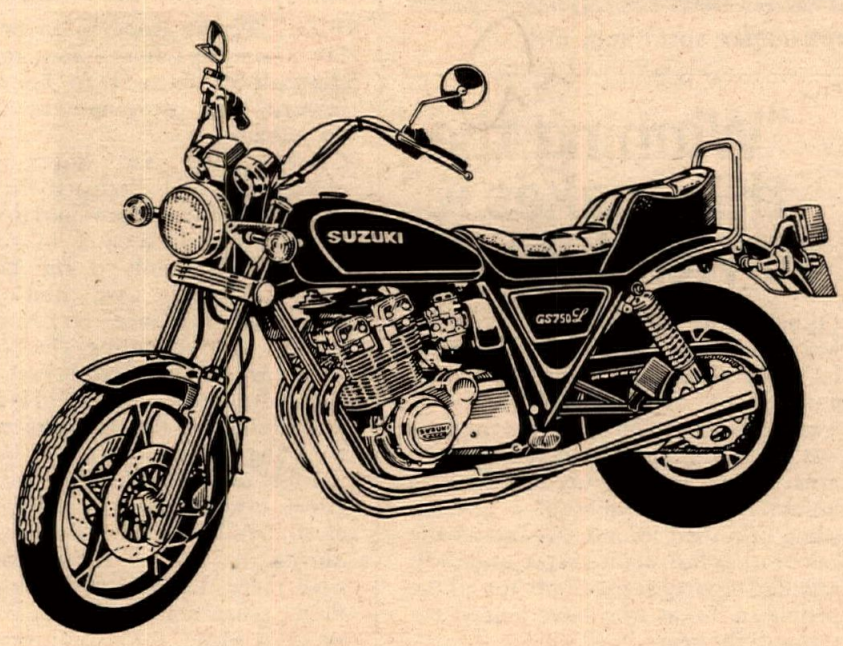
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GS-750EX

~~\$3099~~

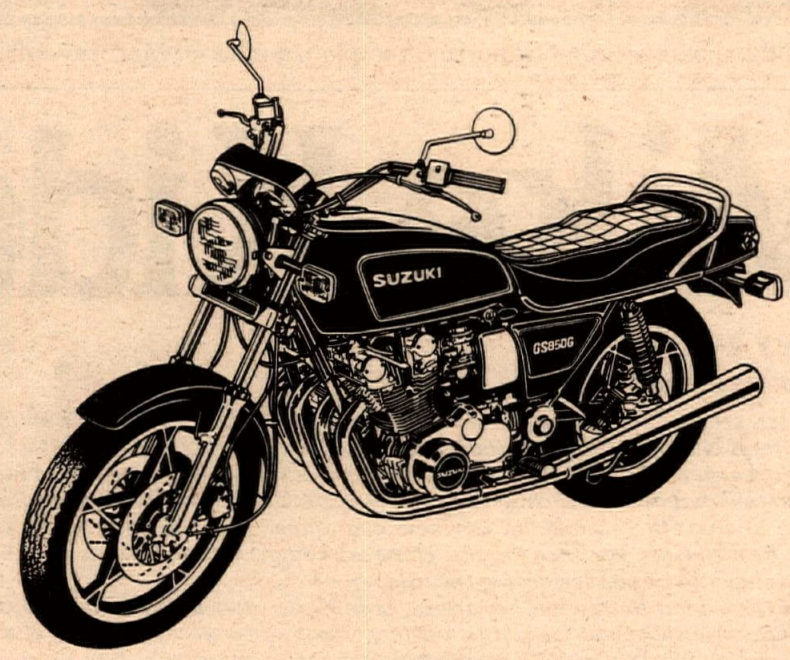
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GS-750LX

~~\$3349~~

\$2999*



GS-850GX

*Manufacturer's new suggested retail price.



Mike Kidd, the new Grand National Champion, and tuner Merv Lawwill, the 1969 title holder, sort things out.

Mike Kidd

By Gary Van Voorhis

Photo by Brent Hanson

It took ten years of trying, but Mike Kidd finally fulfilled his dream of winning the AMA Grand National Championship. Kidd and Gary Scott took their battle for the title right down to the final Winston Pro Series race of the season and went into the program tied on points. Charting the outcome would be simple — whoever finished in front of the other would be the new champion. Mathematically, defending champ Randy Goss was also in the chase although his chances were, at best, between slim and none at retaining the title.

Ascot turned out to be a low key affair. Even Kidd, after winning the title, said it didn't feel like a shoot-out for all the marbles. Less than a week afterward Kidd was back at his ranch in Boyd, Texas beginning his training schedule of running, racquetball and trail riding in preparation for his title defense in 1982.

Congratulations on winning Number One. Has the realization of what you've accomplished sunk in yet?

I don't believe it will really sink in that I'm Number One until I go to Houston and have my bikes and leathers with number one on them — then I guess

"Winning the title makes it all worthwhile"

I'll believe it. To me it feels like Ascot was just another National, but with a lot more at stake. I think Dad really got more out of Ascot than I did — at least up to now. Our guys told me Dad was pounding out a trench in our pit area, he was walking up and down so much. He had a heck of a grin on when I finished second. We did a little celebrating last night (September 30), and had a party at my house for all the people in Texas who have helped me through the years.

You said at Ascot that "winning makes the last ten years all worthwhile." Can you explain that?

I guess what I really mean is that the good times make up for the bad and I've had some bad times in my career.

I think I really hit a string of bad luck when I broke my leg at the Santa Fe (short track) National in 1974. I was second in the points at that time and it ended my year, but good. Then I broke the leg again, practicing for the Houston Nationals at the start of 1975. At that point in my career I felt like it was all over. I was very low after that second break and didn't really see any way I could make a comeback. Fortunately, I had a really good doctor who believed in me and my racing. He worked with me for about six months getting me back in shape. I won the first race back, the Terre Haute Half Mile and I figured my luck had changed.

It hadn't, because at the beginning of 1976 I had all my equipment stolen and that's like taking a guy's job away. I didn't see any way I could come back from that, but I did. I rode for Mert (Lawwill) in 1977 and two years later picked up the Army deal. This year when I had the back injury at Daytona I thought here we go again, but we pulled it out. I guess that's why I say that winning the title makes it all worthwhile.

Weren't there a number of times when you came very close to retiring?

Yes. Yet somehow I took the gamble to keep going. The decision to continue racing was strictly up to me. My dad and my wife didn't try to influence me one way or another, it was something I had to work out for myself because I had to live with the decision.

When did you believe you had a realistic shot at taking the championship?

I really began to take my chances for the championship seriously after I got third at Tulsa (August 22). After that I began to feel maybe Mert would let me ride the Harley to finish out the season while Jimmy (Filice) put in time on the Yamaha. It was a case of why build two similar bikes (Yamahas) when we didn't have the bugs worked out of one yet. Although nobody really said anything, I think there was a decision, more or less, in everybody's mind to let me ride the Harley and, hopefully, wrap this thing up.

I have to give Kenny Clark (of Yamaha) and Mert a lot of credit for going along with that program. They didn't want to stand in my way after coming this far. If the Yamaha had been working, then that's what I would have ridden. As a racer I want to ride what I know I can win on, but as a businessman — and racing is a business — I knew I had an obligation to Mert and Yamaha to develop the new bike. That's what I was hired for.

Didn't Kenny Roberts lay down the law after the Laguna Seca road race that all effort was to be directed toward the development of the Yamaha?

Correct. We sat down in his motorhome and discussed the rest of the year and what we would do. When we left the idea was to race the Yamaha, but only if the bike was right. However, we had sponsor commitments to race every National so instead of duplicating the Yamaha, which wasn't quite right yet, it was decided to let me ride the Harley and put Jimmy on the Yamaha to fulfill our obligations.

I feel the championship was a team effort. It wasn't done by one individual at all. We had a lot of ups and downs during the season. If you count the road races, I had eight races where I didn't score points. In that respect it wasn't a successful year in being consistent by any means. However, at the end of the year — from Tulsa on — we had a 100 percent effort in one direction and that was to tie up the title. We actually wrapped up two titles when you count Jimmy's Rookie

of the Year honors. Didn't you receive a bit of unexpected help at Ascot which may have turned the tide in your favor? Yes and it really surprised me. Jay Springsteen's tuner Bill Werner offered some suggestions to us and that, in a sense, made me feel a bit better by knowing some other people out there were in my corner. Mert came to me and said Werner felt he had a rear tire that would work well with the track the way it was, so we went over and discussed it with him. We took the tire (*An intermediate compound versus the soft compound everyone else was using...Editor*) and it worked great. Werner had two of the tires with Garth Brow using the other. The reason we changed is that we had tire problems in the heat and I feel the change was for the best.

Have you thought about what you can do for the sport as Winston Pro Series champ?

Yes, I have and I've already gotten the ball rolling. I want to do a lot of promotional work and get my name spread around as well as that of Winston's. I feel that between myself, Winston and the AMA working together we can upgrade the sport. I think we can put some class into racing and I've got some ideas I want to discuss with the riders about the image of our sport. I feel we have a good program to sell to future sponsors and to television. I want to do my part. I don't want this championship to slip away from me without having gained anything from it. I want to make full use of it for myself and at the same time help the Winston Pro Series.

The guiding forces behind Roberts-Lawwill Racing are Kenny Roberts and Mert Lawwill, both former National Champions. Lawwill was taking it easy at his Tiburon, California home when contacted about his feelings on Kidd's championship.

How does it feel having tuned your way to Number One as opposed to having won the championship as a rider?

It's never quite like doing it yourself, although I feel a great deal of pride in what we've accomplished. It wasn't as satisfying as when I won the title (in 1969), but I guess it's the next best thing if you can't be on the track yourself. I'm pleased. Mike worked hard all year, as did everyone on the team. The only regret I have is that we couldn't finish out the year on the Yamaha, because that was the original game plan. All in all I'm delighted we were able to pull off winning the championship.

I guess you could say we all had a case of Number One fever those last few weeks. Realistically, that was the only way to go, because we knew we couldn't get the Yamaha working good enough, quick enough to be totally competitive for winning Number One. Those last three or four weeks of the Nationals, we just bent all plans and concentrated on going after the championship with everything we had. Kenny Roberts was on hand at Ascot overseeing the operation of Roberts-Lawwill Racing and was just as much on edge as others on the team when the National finally came to the line. Afterwards, he was calm and cool while receiving congratulatory words of praise from many.

The race was hard on me. It's really a strain to watch when you're involved with someone who is going for the championship rather than yourself. I really wish I could have been out on the track racing for the title. That wouldn't have bothered me because I've been there before. Until now I haven't had the opportunity to find out what it feels like on the other side of the fence.

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DeAnza winner Don Griewe (596) and Mike Burnett fly in Pro action.

Zitterkopf doubles at IRA Arroyo MX

By Terry Rezek

SAN BERNARDINO, CA, OCT. 4

This day's International Racing Association races were run on a slightly shortened course which was laid out for the NMA Fall Nationals which were to follow the next weekend at Arroyo. The watering system is improving every week and the course had been graded to remove some of the bottomless whoop-de-dos on the back side. Putting all of that together meant very fast lap times.

Even though the course had been smoothed, it is still a very tight course, favoring the more agile bikes, as could be seen by the quick laps turned by the 80cc Modified bikes. Larry Brooks holed out the Experts and Jason Prater did it to the Intermediates in moto one of this race. By the end of lap one, Todd Campbell had moved to Brooks' back fender and laid down a pressure barrage that you knew would break one of them. That pitched battle continued without let-up for six laps. On lap seven, Campbell made his move. He went into the big jump just before the scoring booth a little faster than Brooks, came down sooner and cut Brooks off on the inside. From that point, it was Campbell's show as he extended his lead and took first at the checkered. The pass apparently dazed Brooks, allowing Jason Rincon, who ran a consistent third throughout the race, to take second before the finish.

Rincon got the jump off the line in moto two, but Campbell was hot today and came around at the end of lap one in the lead where he stayed for the win and the overall. Prater repeated his domination of the Intermediates to take first overall in that class.

The 500 and 125cc Pros were combined for the next race and Greg Zitterkopf was the easy winner of both motos and the 500cc purse. While Zitterkopf was breezing away with the overall the contest fell to the 125s and Dick Hoffman and Dick Sands were providing the entertainment there. Moto one was Hoffman's and, although he was never headed, he was harassed by Sands for the entire race. At the gate drop of moto two, Randy

Yetto was won the drag race up the starting straight to grab an early lead and maintain it for two laps. On lap three, Sands decided that the second spot he had been occupying since the start would not be good enough for the win, and bulled his way past Yetto to run away with the rest of the moto and the overall for the day in the 125cc Pros.

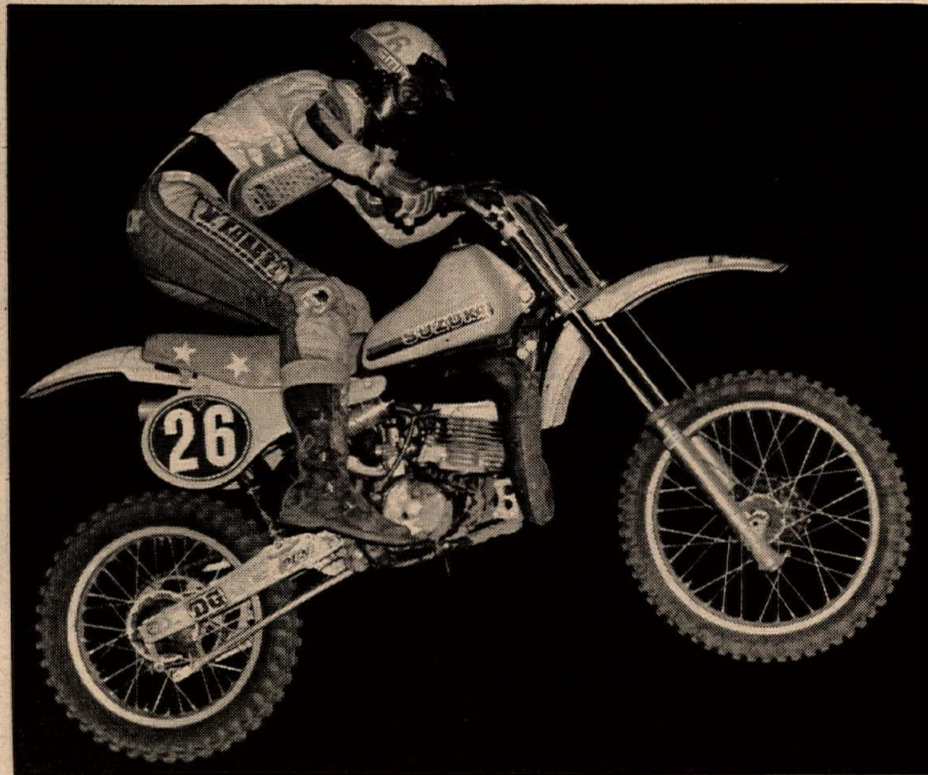
Decker again took the lead in moto two with Bill Erb and Hallihan right behind him. Erb had problems and dropped way back on lap two, leaving Hallihan to harass Decker. Ken Erb moved up to do the same to Hallihan. Erb got by Hallihan to take on Decker one more time and J.W. Hansen also slipped under Hallihan to run third. They continued this way for a lap and a half but reappeared from the hidden part of the course on lap eight with Hansen in the lead ahead of Decker and Erb. That was the way they finished, giving Decker a first for the day in the 500cc class and Ken Erb the 250cc overall.

The 250 Pros were the last formal race of the day. Scott Manning showed his heels (and his rear fender) to the rest for the entire race. Greg Zitterkopf showed up in this class too on another Montclair Yamaha to challenge Manning throughout the entire moto. Troy Manning, like brother Scott, on a Dale's Modern Cycle Yamaha, ran third until the second to the last lap when continued pressure from the fourth-running Dave Pettigrew was too much for Troy's bike and it breathed its last. Moto one finished Scott Manning, Zitterkopf and Pettigrew.

Zitterkopf was first into the first turn when the gate creaked open for moto two but Scott Manning came around at the end of lap one in the lead. There followed 10 laps of "no quarter asked, none given" battle between Manning and Zitterkopf with never more than inches between them. On lap 11, Manning went down hard in a mudhole and lost two laps getting it back together. Zitterkopf zipped home for the lead and the 250cc Pro win to go with his 500cc win.

Results

80: 1. Allan Brehm (Yam); 2. Buddy Antunez (Yam); 3. Jason Collier (Yam).
80 STK: 1. Lanny Guyett (Yam); 2. Jeff Stone (Yam); 3. Kenny Collier (Yam).
80 MOD NOV: 1. Craig Nielsen (Yam); 2. Keith Morabito (Yam); 3. Steve Skibel (Yam).



Rex Staten returned to motocross at Corona and won the 250cc Pro class.

80 MOD INT: 1. Jason Prater (Yam); 2. Mike Young (Yam); 3. Jim Owen (Suz).
80 MOD EX: 1. Todd Campbell (Yam); 2. Larry Brooks (Yam); 3. Jason Rincon (Kaw).
125 BEG: 1. Tim Zajic (Suz); 2. Brian Scott (Suz); 3. Tom Terramani (Yam).
125 NOV: 1. Steve Cardillo (Yam); 2. Jeff Frye (Suz); 3. Brian Finmark (Hon).
125 INT: 1. Eddie Eckert (Suz); 2. Jim Kohara (Suz); 3. Mark Horton (Yam).
125 PRO: 1. Richard Sands (Suz); 2. Richard Hoffman (Yam); 3. Charles Osterday (Suz).
250 BEG: 1. Pat Mortimer (Kaw); 2. Gary Christie (Hon); 3. Don Cline (Yam).
250 NOV: 1. Vince DiPiazza (Suz); 2. Jim Cogley (Yam); 3. Jay Zupan (Hon).
250 INT: 1. Ken Erb (Mail); 2. Bill Erb (Kaw); 3. J.W. Hansen (Yam).
250 PRO: 1. Greg Zitterkopf (Yam); 2. Scott Manning (Yam); 3. Dave Pettigrew (Suz).
500 NOV: 1. Robert Sera (Suz); 2. Jim Carter (Yam); 3. Dennis Haensly (Kaw).
500 INT: 1. William Decker (Suz); 2. Pat Hallihan (Yam); 3. Steve Mandic (Kaw).
500 PRO: 1. Greg Zitterkopf (Yam); 2. Bob kerz (Yam); 3. Sherman Schneller (Hus).

Griewe tops DeAnza MX

By Kit Palmer
Photo by Ron Lawson

SUNNYMEAD, CA, OCT. 4

Clouds and cool temperatures broke up the monotony of recent 90 degree plus weather at DeAnza Cycle Park, providing for a comfortable, dust-free day of racing.

The day's action got underway with the start of the combined Pro class when Don Griewe took his Open Maico into the lead followed by a pair of Maico riders, O'Neal's Bill Jewell and Mike Burnett. Positions stayed the same throughout the moto as Griewe cruised to an easy victory. Craig Gormley (Yam) led the group of 250cc Pros, Larry Lawrence (Yam) and Fred Nichols (Kaw), from the first turn until the checkered flag for a convincing win.

The start of the second moto was almost a carbon copy of the first moto as Griewe shot into the lead pursued by Jewell. Jewell couldn't quite keep up with the quick pace, giving Griewe the victory. Jewell held on to second followed by Burnett at the finish. Again Gormley easily styled to victory in the second moto followed by Lawrence and Nichols.

John Cushingham, Jr. (Suz) dominated the 125cc Beginner class by leading every lap of both motos for an easy win. But most of the action was fought over second place. Larry

Moroles (Yam) had to hold off the hard charge of Paul Donnelly (Suz) throughout much of the race but it wasn't until the final lap when Donnelly put the move on Moroles for second. Cushingham grabbed the hole-shot in the second moto shadowed by Donnelly and Moroles. This time it was Moroles who got the last laugh by slipping by Donnelly halfway through the race. Cushingham took the win and the overall while Moroles finished in second just ahead of Donnelly.

The start in the first moto of the Open Novice class saw Chad Werner (Hon) roost into the lead chased by Mike Logan (Yam) and Randy Lester (Yam). Werner's early lead was enough to keep Logan at bay for the win. In round two it was Logan who grabbed the early lead followed by Werner and Lester. Werner could not repeat his first moto performance, giving Logan the win and overall. Werner had to settle for second while Lester salvaged a third.

Results

PEE WEE DIV II: 1. Crysta Hammett (Yam); 2. Ryder Burleson (Yam).
JR CYCLES: 1. Mike Michetti (Suz); 2. Chris Lowen (Yam); 3. Adam Fitzgerald (Yam).
MINI BEG: 1. Terry Szucsko (Yam); 2. Mike Williams (Kaw).
MINI NOV: 1. Lance Gorton (Kaw); 2. Mike Fitzgerald (Yam).
125 BEG: 1. John Cushingham, Jr. (Suz); 2. Larry Moroles (Yam); 3. Paul Donnelly (Suz).
125 NOV: 1. Eric Fraser (Yam); 2. Mike Roberts; 3. Kevin Montgomery (Suz).
125 INT: 1. Ron Bechard (Suz); 2. James McGee (Yam).
250 BEG: 1. Jerry Mullins (Suz); 2. Scott Foster (Hon); 3. Roger Kokos (Hon).
250 NOV: 1. Michael Tachington (Kaw); 2. Larry Dimmitt (Suz); 3. Eric Riepe (Suz).
250 INT: 1. Paul Krause (Yam); 2. Chuck Wheeler (Suz); 3. Chad Werner (Hon).
250 PRO: 1. Craig Gormley (Yam); 2. Larry Lawrence (Yam); 3. Fred Nichols (Kaw).
OPEN NOV: 1. Mike Logan (Yam); 2. Chad Werner (Hon); 3. Randy Lester (Yam).
OPEN PRO: 1. Don Griewe (Mail); 2. Bill Jewell (Mail); 3. Mike Burnett (Mail).
SR VETS: 1. Bruce Logan (Yam); 2. Jeff Gunerson (Yam); 3. D. Kokos (Hon).
SR EX VETS: 1. Ed Michetti (Mail); 2. Whitey Gregory (KTM).
JR INT VETS: 1. William Cline (Hus); 2. Larry Lowen (Suz).

Staten storms to Corona MX win

By Kit Palmer
Photo by Ron Lawson

CORONA, CA, OCT. 2

After trying his luck at speedway racing the past few months,

Rocket Rex Staten returned to the motocross scene by easily winning both 250cc Pro class motos at Corona Raceway. Again the Racing Association of Cycle Enthusiasts hosted the California Racing Club's qualifier for next month's San Diego stadium amateur supercross.

Suzuki's Brian Fry led the pack into the first turn in moto one of the 250cc Pro class. But it was Staten who headed the field by the second turn. In pursuit of Staten were Fry, Montclair Yamaha's Greg Zitterkopf and Roger Hayes. Staten lengthened his lead by the second lap while a battle brewed over second between Fry and Zitterkopf. Zitterkopf slipped by Fry on the third lap, taking over the second spot, but quite a ways behind Staten. Staten went on to take the win followed by Zitterkopf, Fry and Jeff Prieur (Yam).

Staten grabbed the holeshot for the start of the second moto trailed by Zitterkopf, Steven Schilli (Yam) and Fry. Zitterkopf put the pressure on Staten as the two leaders began to pull away from the rest of the pack. It wasn't until the fifth lap that Staten gained a sizable lead. But Staten's luck began to turn sour when the rear brake assembly on his Suzuki began to disassemble, leaving Staten without a back brake. Zitterkopf began to make up the distance but time ran out for the Yamaha rider as Staten crossed the finish line first, leaving Zitterkopf second. Meanwhile, Fry got past Schilli early in the race to capture third.

In the 500cc Pro class Don Griewe (Mai) and Zitterkopf traded moto wins, but it was Griewe who won the all important second moto to take top honors.

The start of the first 250cc Intermediate moto saw Honda mounted Pat Schreffler in the lead closely trailed by Pomona Yamaha's Rusty Taftlinger, T.W. Hansen (Yam) and Brandon Sniederwine (Kaw). By the third lap Schreffler surrendered the lead to newly acquainted Kawasaki rider Rick Roark and second to Taftlinger. After a somewhat poor start Rick Vanderham (Yam) worked his way up through the field, engaged in a close battle between Taftlinger and Schreffler for second. Taftlinger dropped out, letting Vanderham and Schreffler duke it out for themselves. With only two laps remaining, Vanderham put the move on Schreffler to take over the second spot. To the surprise of Schreffler, Hansen managed to slip by the Honda rider for third on the last lap. Roark took the win followed by Vanderham, Hansen and Schreffler.

The second moto holeshot went to Hansen, who was chased by Taftlinger, Vanderham and Roark. Roark wasted no time by taking over the lead by the end of the third lap. Vanderham worked his way past Taftlinger for second then set his sights on Roark, but to no avail. Roark went on to win the moto and the overall while Vanderham and Hansen settled for second and third.

Results

MINI BEG: 1. Jon Moerke (Yam); 2. Terry Szusko (Yam); 3. Kent Snyder.

MINI BEG: 1. Steve Tucker; 2. Kenny Collier (Yam); 3. Mike Meier (Kaw).

MINI NOV: 1. Shawn Davidson (Kaw); 2. Dave Kirkpatrick (Yam); 3. Greg Flanagan (Kaw).

MINI INT: 1. Mike Roberts (Yam); 2. Roger Ebling (Kaw); 3. John Gersjes (Kaw).

MINI EX: 1. Jason Rincon (Kaw); 2. Tim Nash; 3. Bryan Brunner.

CRC 125 BEG: 1. Bill Nielsen (Yam); 2. Mark Brucks; 3. Bob Davison (Kaw).

125 BEG: 1. Brett Jacobs (Yam); 2. Chris Pillows (Suz); 3. Dever Dunlap (Suz).

125 BEG: 1. Bill Hansen (Yam); 2. Jason Neuman (Yam); 3. Gary Thompson (Yam).

125 NOV: 1. Barry Kelperis; 2. Eric Sackett; 3. John Piper.

125 INT: 1. Joe Rincon (Kaw); 2. Tony Rodriguez (Suz); 3. Greg Bender (Yam).

(Continued to page 26)

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Team Honda's Freddie and Mike Spencer take first and second at Daytona Superbike race.





Spencer and Spencer. A tough act to follow.

October 21, 1981 **CYCLE NEWS**

When it comes to superbikes, Team Honda's Freddie Spencer and Mike Spencer are two of the top performers around. And so are their CB900F-based machines.

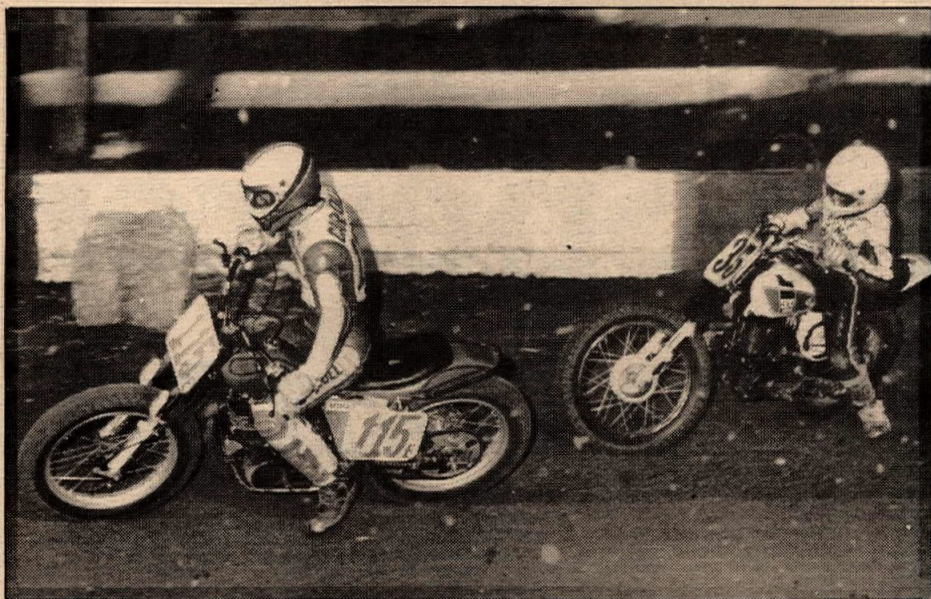
So it should come as no surprise that when the curtain fell on the AMA Superbike Championship series, it was Freddie and Mike who turned the lights out on the competition.

Freddie stole the show at Daytona International Speedway by winning both his heat and the main event, but not before he broke the one lap track record for Superbikes by 5 mph. Mike upstaged the rest of the cast with a strong second.

And, of course, the bikes had the best parts of all. But what would you expect? Honda was the producer.

HONDA
FOLLOW THE LEADER

Western hotline



Bud Carroll leads Curtis Cannon at CMC's Ascot four-stroke TT.

(Continued from page 23)

250 BEG: 1. Bret Olsen (Yam); 2. Larry Woodhouse; 3. David Gottlof (Yam).
250 NOV: 1. Pryor Campbell (Suz); 2. Dale Himmelreich (Yam); 3. Chip Tanke.
250 INT: 1. Rick Roark (Kaw); 2. Rick Vanderham (Yam); 3. T.W. Hansen (Yam).
250 PRO: 1. Rex Staten (Suz); 2. Greg Zitterkopf (Yam); 3. Brian Fry (Suz).
500 BEG: 1. Barry Swanson (Yam); 2. William Klohn (Mai).
500 NOV: 1. Scott Pangburn (Yam); 2. Tony Parsons (Mai); 3. Randy Olsen.
500 PRO: 1. Don Griewe (Mai); 2. Greg Zitterkopf (Yam); 3. Dan Paulson (Mai).

Whelchel walls at AME Indian Dunes MX

By Judy Greenberg

VALENCIA, CA, SEPT. 27

Today marked the fourth round of the American Motocross Raceway Yamaha Dealers Series with 100% payback to the Pros and over \$500 in gift certificates drawn for the sportsman. The Shadow Glen course coupled with a well laid out sand track challenged the Indian Dunes riders.

John Whelchel, riding a Yamaha for Answer Products and Kal-Gard, put in a 3-1 ride for top money in the action packed 250cc Pro class. Ken Zahrt (O'Neal Prod) and Rob Tolleson (Yam) were first off the line at the start of round one. In the first sand turn, Yamaha support riders Pete Snorteland and Jim Holley bumped them back to third and fourth, with the O'Neal/BG Oil Honda of Dave Lynch in fifth. Holley passed into the lead during the second lap and picked up a few bike-lengths from Snorteland. When he got a little out of shape landing off a jump, Snorteland closed right up again. As the battle for first continued, Zahrt seemed to have third to himself, but Whelchel and the BG Oil/International Yamaha of Mark White were moving through traffic trying to better their 11th and 12th place starts. Whelchel passed Lynch and closed on Tolleson with Zahrt 15 seconds ahead. He proceeded to catch Zahrt and took over third. By this time Holley and Snorteland were well ahead in their final laps. Snorteland stayed right on Holley's rear wheel through the checkered. Whelchel, Zahrt and Tolleson rounded out the top five.

Zahrt again holeshot the second gate but Holley quickly took over. Zahrt stayed right with him trying to take him back, while White defended third from the pressures of Snorteland. Whelchel nabbed fifth from Eric

Eaton (Mai), and in the next lap he and Snorteland moved to second and third. Snorteland rode right up on Holley and made a successful pass into the lead. They then engaged in one of the hottest Pro battles seen at this track in a long time. Holley went all out, moving to the right and left of Snorteland every chance he got. Snorteland stayed on the gas grabbing for every inch in front of him and trying to ignore Holley's bids. When they reached the sand a few laps later, Snorteland swapped. He turned on the gas trying to straighten out, but collided with Holley who was completing his pass, sending them both to the ground. Whelchel had been pacing himself while watching the action in front, and was there to take over for the remaining few laps. Snorteland and Holley recovered quickly to finish second and third.

Snorteland came back to win both motos of the Open Pro class despite some sore muscles from the above mishap, which hampered him in the second round. Mark White took second place money, while Kern Sport cycle rider Greg Torgerson finished third.

A 2-1 ride gave Gary Bowman the 125cc Pro win. The Kal-Gard/Canoga Park Suzuki of Russ Wageman went wire to wire to win the first round. Rob Peebles (Suz. of Van Nuys) ran second until the very last lap when Bowman made his pass.

The second time Bowman took immediate control. At one point Gary Curtis (Suz) got by, but before long Bowman was back on top again. Robert Laughlin (BG Oil/Suz of Ventura) moved up several places and passed Curtis for second. Jon Ortner and Wageman were fourth and fifth. Second overall went to Wageman, with Curtis and Ortner taking home third and fourth place money.

Results

500 PRO: 1. Pete Snorteland (Yam); 2. Mark White (Yam); 3. Greg Torgerson (Hus).
250 PRO: 1. John Whelchel (Yam); 2. Pete Snorteland (Yam); 3. Jim Holley (Yam).
125 PRO: 1. Gary Bowman (Suz); 2. Russ Wageman (Suz); 3. Gary Curtis (Suz).
VET EX: 1. Bob Dunham (Yam); 2. Ron Cole (Mai).
VET JR: 1. Richard Drolen (Yam).
500 INT: 1. Russ Davidson (Suz); 2. Dave Welty (Suz); 3. Mark Martin (Suz).
250 INT: 1. Joe Bauer (Suz); 2. Keith Frady (Yam); 3. Tony Pulliam (Hoi).
125 INT: 1. Andy Nelinger (Suz); 2. Rick Houghtaling (Suz); 3. Alan Lippie (Suz).
100 INT: 1. Jim Spotts (Suz).
250 JR: 1. Bart Muirfield (Kaw); 2. Tom Smith (Yam); 3. Jeff Haas (Yam).
125 JR: 1. Bruce Delgado (Suz); 2. Mitch Breuer (Suz); 3. Tyrone Nexsen (Kaw).
100 JR: 1. Mark Stuen (Yam); 2. Alex Krause (Suz); 3. Richard Lloyd (Suz).
500 JR: 1. Dan Baker (Hoi); 2. Garrie Turlotte (Yam); 3. Rick Garza (Mai).
250 BEG: 1. Greg Smith (Yam); 2. John Downey (Yam).

125 BEG: 1. Bob Steinbach (Yam); 2. Krabs Krull (Hoi); 3. Tom Terramani (Yam).
80 EX: 1. Steve VanDusen (Yam); 2. Jim Collier (Kaw).
80 INT: 1. Gary Miller (Yam); 2. Toby Lawes (Yam); 3. Gilbert Valdez (Yam).
80 JR: 1. Kevin Hall (Yam); 2. Darryl Chereskoff (Yam); 3. Curt Trimble (Yam).
80 BEG: 1. Curtis Dougherty (Yam); 2. Brad Toms (Kaw); 3. David Handley (Kaw).
61 EX: 1. Shane Trittler (Yam).
60 INT: 1. Danny Lamb (Yam); 2. Steven Kotajarvi (Yam); 3. Ronnie Densford (Yam).
61 JR: 1. Mark McDonald (Yam); 2. Tony Sulck (Yam); 3. Jeff Leonard (Yam).

Cannon doubles at CMC Ascot Four-Stroke GP

By Maureen Lee
Photo by Dan Mahony

GARDENA, CA, OCT. 2

It was another good night of racing again as the Continental Motorsports Association hosted a TT scrambles at Ascot. The track was a bit gluey after the rainstorm and the line through turn one had to be pushed out a bit with pylons to avoid some of the softer surface, upsetting some of the "cherished" lines through turn one. Still, at times the racing bordered on being great.

The Open Pros started the evening. Pete Hames immediately took the lead and started pulling right away. Following were Bud Carroll, John Burnett and John Sperry. After a while, a hot little tussle developed between Sperry, Jimmy Rosa and Chris Cannon. At one point Cannon had been dead last but he was soon breathing on Carroll's rear wheel, and passed him over the jump. Next he got Burnett going into the esses, and ended up second behind Hames.

In the second round again Hames just blew off the line and away from the pack. Closest to him were Carroll, Cannon, Burnett and Rosa. Burnett almost got completely sideways once in the esses but didn't unload, and Cannon got by Carroll going down the straight. Everyone settled down into what looked like their finishing positions, when suddenly Carroll's chain came off and he was out.

It was almost the end of the race when Hames came over the jump a bit sideways, caught a glimpse of a flagman standing a bit close and turned his front end which dug in on landing and spat him off in no uncertain fashion. He went to the hospital with an assortment of bumps and bruises but was allowed to go home later that night. Nasty crash!

With Hames out, Cannon took the win.

The other Pro class, the 500s, had the top notch performance of the night in the first round. On the start John Burnett was put on the back line for getting itchy, and finally off they went with John Sperry first ahead of Jim Gentile and John Perez. Jimmy Rosa got into second spot but fell off in turn three, and coming up fast was Chris Cannon. He got by Perez and was all over Sperry, finally passing him by going to the inside and going off to the win.

Right behind was the race, and the riding by John Sperry. Behind him were two very determined riders, John Burnett and Larry Erhart, who'd managed to get a little racing room ahead of Perez. Watching Sperry defend against either Erhart or Burnett or both of 'em at the same time, with absolutely no blocking or questionable tactics, was a rare treat. John, who really likes his new Honda, just never opened a door. It was flawless. Right

at the end Burnett pulled out for a last effort, almost fell approaching the jump but held it, and was very close to Sperry as they got to the finish flag. Then came Erhart and Bud Carroll who'd taken fourth away from Perez.

In round two Perez had the early lead ahead of Carroll, Sperry and Chris Cannon. Carroll and Cannon went around Perez while Erhart, Perez and Burnett were having a bouncing good time off each other. In this race Sperry wasn't going quite as strong but drove by Perez to take a fifth. Cannon was able to get by Carroll, who kept right on his rear wheel, and then came Burnett, Erhart and Sperry. We'll take more of that kind of racing any day of the week.

The Veterans had their fun too. Overall it was always Bill Fulton and George Huebner deciding who was going to be first (it was George, two straight), while Dennis Pinheiro always ended up with a third. Fourth overall but first Master was Larry Heinselman, and ah the sound of a great Ascot Triumph twin with lotsa horsepower going down the straight!

Results

OPEN PRO: 1. Chris Cannon (Yam); 2. John Burnett (Yam); 3. Pete Hames (Tri).
OLD TIMERS
MASTERS: 1. Larry Heinselman (Tri).
JUNIORS: 1. George Huebner (Yam); 2. William Fulton (Yam); 3. Dennis Pinheiro (Yam).
VETERANS
MASTERS: 1. Bill Bartels (H-D); 2. Irwin Moon (Yam).
INT: 1. Mickey Alzola (Yam).
JRS: 1. Chuck Woody (Yam); 2. Ralph Porzelt (Nor); 3. Bob Jack (Hoi).
MINIS & 200cc
EX: 1. Pete Murray (Hoi).
INT: 1. Terry Woody (Hoi); 2. Jay Lara (Hoi).
JR: 1. Scott Noonan (Hoi); 2. Scott Alsbrook (Hoi); 3. David Henselman (Hoi).
200: 1. Scott Bullard (Hoi); 2. David Burgess (Hoi); 3. Charles Dickson (Hoi).
250 INT: 1. Claude Catcher (Yam); 2. Roger Thompson (Hoi); 3. Jim Kesler (Yam).
250 JR: 1. Keith Williams (Hoi); 2. Dave Riker (Kaw).
OPEN SPORTS: 1. Woody Lindsay (Yam); 2. Lee Lindsay (Yam); 3. Rick Reed (Tri).
500 PRO: 1. Chris Cannon (Yam); 2. John Burnett (Yam); 3. Charles Carroll (Yam).
500 INT: 1. John Perez (Yam); 2. Steve Fortune (Hoi); 3. Dan Kane (Yam).
500 JR I: 1. George Huebner (Yam); 2. Mike Hixson (Yam); 3. Dennis Pinheiro (Yam).
500 JR II: 1. William Fulton (Yam); 2. Paul Ikeda (Hoi); 3. Woody Lindsay (Yam).

Lewis, Ott top Old Timers MX

By Bob Alloy

VALENCIA, CA, SEPT. 27

The Old Timers action took place in the Shadow Glen track at the Dunes. The race was run by American Motocross Enterprises and the track with its two river bottom turns and deep sand kept the 33 Old Timers going.

Blackie Lewis made winning look so very easy as he blasted into the Masters class lead and snapped up first in both motos. Dan Sanchez was right in there with lots of good moves and he took both seconds.

Expert George Spearing started out with the lead and carried it until lap two, when George went down and Ed Ott took over to win the moto. Dick Mosley was second off the line and seven laps later that is just how he finished the moto. Buzz Moeller came up with third followed by Lou Sorenson with a fourth place. The second moto began with Ott out there in front, but two laps later Sorenson gassed his Can-Am into the lead position and he brought it right to a first place finish. Ott was in there for second. Spearing got third and Hal Grady finished up with fourth.

Amateur Jim Cooke got his Honda into a winning gear at the start of moto one by taking the holeshot. Then he zeroed in on the winning line and finished way out there in first place.



Rick Merrill performs at Ascot.

Manny DAuber was in second, but his engine seized, giving John Webb the opportunity to go for second which he brought to the finishing line. Don Hobson followed. The second moto saw an about face with Hobson gassing it to take the lead and the win. Larry Smith came into second place and Bob Coffman put his new Maico into third place win.

Battling for first in the Novice division were Howard Zimmerman, Chuck Bailey and Dale Brockett. Zimmerman began things, but Brockett was in there with the lead when it counts. So it was Brockett with first in moto one. Bailey took a second and Zimmerman came in third. The second moto was another hot pursuit but Bailey just stayed in the lead right up to finishing time. Brockett raced in with second place and John Turdo powered into third place.

Results

MASTERS: 1. Blackie Lewis (Yam); 2. Dan Sanchez (C-A).

EXPERTS: 1. Ed Ott (Yam); 2. Lou Sorenson (C-A); 3. Buzz Moeller (Hus).

AMATEURS: 1. Don Hobson (Suz); 2. John Webb (KTM); 3. Larry Smith (Yam).

NOVICES: 1. Chuck Bailey (Suz); 2. Dale Rockett (Mal); 3. John Turdo (Yam).

Lunde, Wageman best CMC Ascot MX

By Tom Corley

GARDENA, CA, SEPT. 30

There was a spill every minute to make this evening's Continental Moto-sports Club motocross at Ascot another "night of crashes." One might conclude that the season will end as soon as the competition gets bashed up but in reality it will continue throughout the month of November.

With Pete Murray and his Maico on the ground during the opening 250cc Pro moto, Norman Nilsson powered to first place with Tim Lunde behind him. Lunde picked up the win in the final moto over Nilsson and this gave Lunde the overall victory.

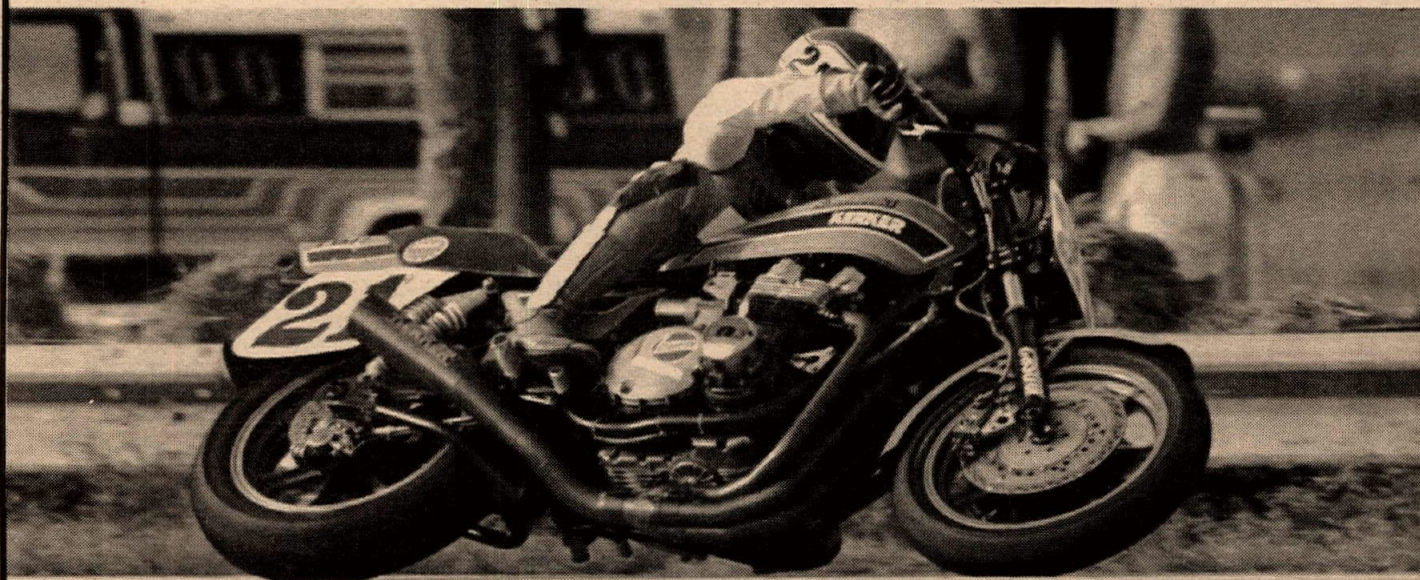
Kal-Gard-sponsored Rusty Wageman had trouble in the first 125cc Pro moto when he fell on a corner by the old

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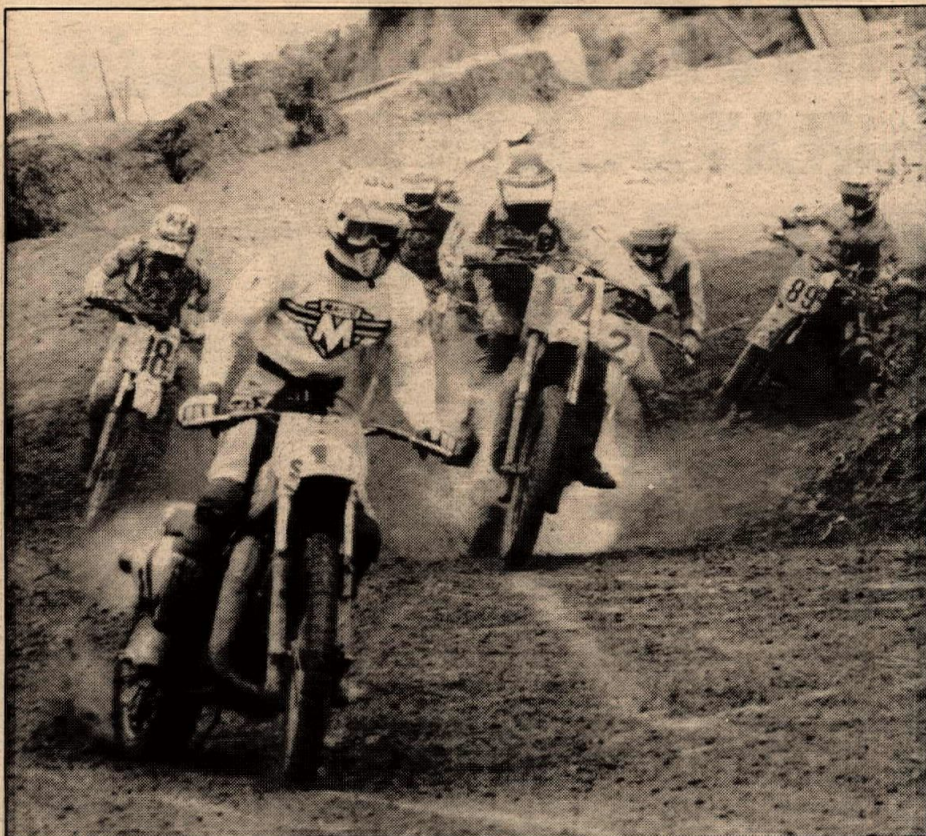
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(Top) Scott Johnson takes the 500cc Pro holeshot at Carlsbad. (Above) Tim Joseph (63) won the 125cc Junior class at CRC's Indian Dunes MX.

concession stand. Eric Coffin then jetted away from Tim Shelton to win the moto.

Coffin was on his way to cleaning up in the second moto when he went end over end around the palm tree section of the track. Wageman took advantage of this crash and held the lead with Craig Westergaard and Dave Hamada charging behind him. This crash definitely changed the outcome of this class. A very inconsistent 6-1 tally gave Wageman the first place bucks ahead of Shelton and his equally inconsistent 2-5.

Results

60 JR: 1. Kenny Nelson (Yam).
60 INT: 1. Jason Jones (Amx); 2. Jason McFarland (Yam).
80 JR DIV 1: 1. Tony Fleming (Yam); 2. Newton Acevedo (Suz); 3. Dan Barnett (Yam).

80 JR DIV 2: 1. Curt Puskas (Suz); 2. David Rochman (Yam); 3. Rob Sassen (Hon).
80 INT: 1. Kenny Donelson (Kaw); 2. Rick Harris (Yam); 3. Tim Rutherford (Kaw).
100 JR: 1. Scott Stenberg (Yam); 2. Rich Lloyd (Suz).
125 JR DIV 1: 1. Joe Signor (Suz); 2. Mark Rutan (Hon); 3. Eric Nagao (Yam).
125 JR DIV 2: 1. Gary Ybarra (Suz); 2. Jeff Waterman (Suz); 3. Eric Schoof (Yam).
125 JR DIV 3: 1. Rod Colburn (Yam); 2. Trey McFarland (Yam); 3. Mike Morrison (Yam).
125 INT: 1. Bill Lunney (Suz); 2. Donnie Luce (Yam); 3. Sean Gilboy (Suz).
125 PRO: 1. Rusy Wageman (Suz); 2. Tim Shelton (Yam); 3. Doug Bowers (Yam).
250 JR: 1. Dan Leahey (Kaw); 2. Kyle Greenwood (Amx); 3. Ron Spinak (Suz).
250 INT: 1. Rick Johnson (Yam); 2. Jeff Pittman (Yam); 3. David Soma (Yam).
500 JR: 1. Gerard Mielke (Mail); 2. John Flynn (Hon).
500 INT: 1. Steven VanZant (Mail); 2. Donnie Luce (Yam); 3. Chris Jackson (Mail).
500 PRO: 1. Tim Lunde (Yam); 2. Dan Paulson (Mail); 3. Thomas Mayfield (Mail).
VET JR: 1. Bill Meisner (Yam); 2. Ron Nelson (Yam); 3. Terry Nelson (Yam).
VET INT: 1. Dickie McMillen (Hus).
VET MASTER: 1. Chris Jackson (Mail).
OLD TIMER MASTER: 1. Ed Ott (Yam).

Spar stacks 'em up at CRC night MX

By Tom Corley

VALENCIA, CA, SEPT. 25

The battle for 125cc Intermediate supremacy continued at the California Racing Club's Indian Dunes nighttime action. Jon Alexander has chalked up more total wins than any other rider but not far behind him in most battles is John Spar.

Alexander was out of a bike so a friend loaned him his Yamaha. They almost pulled it off as John was trying for his third straight win. Alexander got the holeshot in the first moto and led the pack with Jim Boyd charging in second. Soon Spar passed Boyd and had second but was unable to get by Alexander.

A bad break in the final moto changed the outcome of this class. While in first, Alexander's Yamaha seized up, knocking him out of the race. Spar was in second place but when he saw Alexander parked to the side of the track he knew that he had the lead. Boyd had second wired and Rich Truchinski was third and though he stalled his bike once he didn't lose his position. Kal-Gard-sponsored Spar won it overall ahead of Boyd and Truchinski.

Tim Joseph loaned Jon Alexander his bike but he raced as well in the 125cc Beginner division one class. This race concluded before the final 125cc Intermediate race so the motor on the Yamaha was working fine. In the first moto there was a pile-up and several riders went down. Joseph took a fourth place start, then worked his way past two riders and caught leader Jon Barrick on the score tower corner and took over the lead. In the final race the going was much easier for Joseph. He led from wire to wire and didn't have to avoid a crash or pass any other riders. Scott Nelson improved sixth in the first moto to a fine second place in this final. A 1-1 tally gave Joseph the decisive victory ahead of Nelson and Bob Steinbach.

Two new winners emerged in the 125 and 250cc Pro classes. Jon Ortner took his first Friday night 125cc Pro win this season. A fine 2-2 tally helped him to do this over Rob Peeples who had a 1-3 tally while Rusty went 6-1. The other new winner was John Biffle or the 250cc Pro class. Biffle is new in this class and though he took many wins in the 250cc Intermediates this was a first for him in the Pro class. Biffle had a fine 2-3 placing while the winner of the first moto, Erin Buskirk, DNF the final. On the other hand, Rob Tolleson DNF the first race but won the final.

Results

80 BEG: 1. Jeff Mabery (Kaw); 2. Eric Wierman (Kaw); 3. Paul Matthews (Yam).
80 NOV: 1. Eddie Tanner (Yam).
80 INT: 1. Kyle Lewis (Yam); 2. Tony Alessi (Yam); 3. Guy Giffin (Yam).
80 EX: 1. Jim Collier (Kaw).
100 BEG: 1. Jeff Hall (Suz).
100 NOV: 1. Jason Davenport (Suz).
125 BEG DIV 1: 1. Tim Joseph (Yam); 2. Scott Nelson (Suz); 3. Bob Steinbach (Yam).
125 BEG DIV 2: 1. Phil Lemmons (Hon); 2. Rick Logan (Yam); 3. Jon Hall (Suz).
125 NOV DIV 1: 1. Brad Bradley (Yam); 2. Ron Verbeek (Yam); 3. Tony Diehl (Yam).
125 NOV DIV 2: 1. Don Kokinda (Yam); 2. Chris St Marie (Yam); 3. Eric Geesen (Hon).
125 INT: 1. John Sapr (Yam); 2. Jim Boyd (Yam); 3. Rich Truchinski (Yam).
125 PRO: 1. Jon Ortner (Yam); 2. Rob Peeples (Suz); 3. Russ Wageman (Suz).
250 BEG: 1. Dan Bernard (Hon); 2. Paul Dicacco (Hon); 3. Greg Galati (Yam).
250 INT: 1. Tony Pulliam (Hon); 2. Kenny Perry (Yam); 3. Donny Sievertson (Hon).

250 PRO: 1. John Biffle (Hon); 2. Mark Moscrop (Yam); 3. Jeff Jones (Yam).
500 BEG: 1. Clayton Hall (Yam); 2. Kevin Fisbeck (Yam).
500 NOV: 1. Rodger Williams (Yam); 2. Steve Lucia (Yam); 3. Les Hosit (Yam).
500 INT: 1. Fred Hudgens (Suz).
VET JR: 1. Dick Alexander (Yam); 2. Wes Sharp (Yam).
VET INT: 1. Ron cole (Mail); 2. Alan Verchick (Mail); 3. Keith Phillips (Yam).
VET EX: 1. Dan Moore (Mail).

Brady takes comeback win at CMC Carlsbad MX

By Mryon Hemley

CARLSBAD, CA, SEPT. 27

Ted Brady made two big comebacks to win the 125cc Pro class at the Continental Moto-sports Club's Carlsbad MX.

In moto one Robert Nolin took the holeshot, leading Brady, Dave Hamada and Rick Maki. Nolin gassed his way to an eight second lead by lap seven. Brady started working his way through the field after tangling with Hamada on lap one and dropping to fifth with Hamada sixth. By the ninth lap Brady was dicing with Maki for second, which he took on the 11th lap. Nolin kept his pace to win by 12 seconds. Brady finished second with a small lead over Maki.

Nolin was back out in front after the start of the second moto. Brady was second off the line with Hamada and Maki coming out even to battle for third. Maki took over third going over the ledge of lap one, then moved up to second when he passed Brady on lap three. Maki caught Nolin to dice for the lead on the fifth lap. Maki and Noli fought for the lead till Nolin cracked his frame and fell off the pace. Nolin fell back to third after being passed by Brady three laps later. Brady started to make his move, closing the gap on Maki. Brady caught Maki on the start of the 12th lap to dice for the lead. It looked like Brady was going to take over the lead on the uphill but he bounced out of control, and we thought Maki would hold his now four second lead. But Maki was having his own problems: "Everytime my front tire would hit hard the brake would lock up and then release, making it hard to just stay on," Maki said later. Brady closed Maki's lead for the second time, but this time with only one lap to go. Brady moved into the lead on the downhill when Maki couldn't hold the pace. Brady rode on for the win with Maki second and Nolin third, with his frame broken in two.

David Gerig took the overall in the Open class to add to his CMC points lead. The first moto was a battle to the end with Gerig passing Scott Johnson on the last turn to win by half a wheel. The second moto was Gerig's start to finish, with Johnson again second.

Results

MINI JR: 1. S. Karosa (Hon); 2. J. DeSorbo (Kaw); 3. T. Kose (Kaw).
MINI INT: 1. J. Courney (Yam); 2. J. Palmer (Yam).
125 JR: 1. B. Thomas (Yam); 2. M. Landegent (Yam); 3. K. Laird (Suz).
250 JR: 1. T. Knapp (Suz); 2. E. Nowak (Yam); 3. M. Berger (Hus).
500 JR: 1. C. Rouse (Hus); 2. J. Kearney (Hon); 3. C. Ball (Yam).
125 INT: 1. D. Maas (Hon); 2. J. Warneke (Suz); 3. T. Keefer (Yam).
250 INT: 1. B. Caufield (Yam); 2. S. Bussell (Hon); 3. J. Gannon (Suz).
500 INT: 1. S. Bolger (Suz).
VET JR: 1. C. Ball (Yam); 2. S. Bussell (Yam); 3. C. Burnett (Kaw).
VET MASTER: 1. C. Rouse (Hus).
OLD TIMER JR: 1. R. Berdyck (Mail).
125 PRO: 1. T. Brady (Suz); 2. R. Maki (Suz); 3. R. Nolin (Yam).
250 PRO: 1. F. Schlegel (Suz); 2. S. Johnson (Mail); 3. J. Odle (Suz).
500 PRO: 1. D. Gerig (Hus); 2. S. Johnson (Mail); 3. S. Rhyen (Hus).



Rob Sassen won one with CRC.

Pierce, Matthews battle at CRC minicross

By Tom Corley

VALENCIA, CA, SEPT. 25

Alan Pierce has been winning up to three classes a night on the Indian Dunes Mini track. In this California Racing Club contest he was successful in doing this but tonight Alvin Matthews of the Matthews Bros. Racing Team upset Pierce's clean sweep.

The defeat came in the 60cc Stock Intermediate race. Matthews won the first moto ahead of Matt Blacklock and Pierce. Pierce came back to win the last moto but Matthews placed second and his 1-2 tally was good enough for the overall victory over Pierce and Blacklock.

On the track at the same time were the 60cc Stock Novice racers. They were led all the way by Tony Sulek who went for two straight moto wins. Joel Tokarsky headed off the rest of the class in both motos for second overall.

Matthews and Alan Pierce met once again in the 60cc Modified Intermediate race. Once again these two traded wins with Matthews taking the first moto but Pierce won the deciding final and the 2-1 tally put another trophy on Pierce's shelf while Matthews was second.

Tony Mercier was the leading 80cc Stock Beginner 9-11 racer, winning both of the motos in front of Phillip Garcia. Mercier took the 80cc Modified class. Mercier won the first moto ahead of Chris Burgess, but in the final race Rob Sassen and Mike Henline ran away with it and Mercier was trailing in third. But a 1-3 score still gave Mercier the tall trophy over Sassen, Henline and Burgess.

Results

PEE WEE STOCK: 1. Jesse James (Yam); 2. Jonny Bigg (Yam); 3. Bobby Garcia (Yam).
60 STOCK NOV: 1. Tony Sulek (Yam); 2. Joel Tokarsky (Yam); 3. Anthony Hernandez (Yam).
60 STOCK INT: 1. Alvin Matthews (Yam); 2. Alan Pierce (Yam); 3. Matt Blacklock (Yam).
60 MOD INT: 1. Alan Pierce (Yam); 2. Alvin Matthews (Yam).
60 MOD EX: 1. Kyle Lewis (Yam).
80 STOCK BEG 9-11: 1. Tony Mercier (Yam); 2. Phillip Garcia (Yam); 3. Chad Flora (Yam).
80 STOCK NOV 9-11: 1. Alan Pierce (Yam).
80 STOCK BEG 12+: 1. Rob Sassen (Hon); 2. Mike Henline (Hon); 3. Bryon Rowland (Suz).
80 STOCK BEG 12+: 1. Mike Greenwood (Yam); 2. Scott Tupper (Hon); 3. Troy Cline (Yam).
80 MOD: 1. Tony Mercier (Yam); 2. Rob Sassen (Hon); 3. Mike Henline (Hon).

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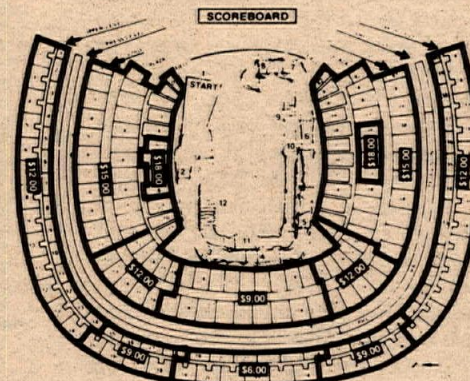
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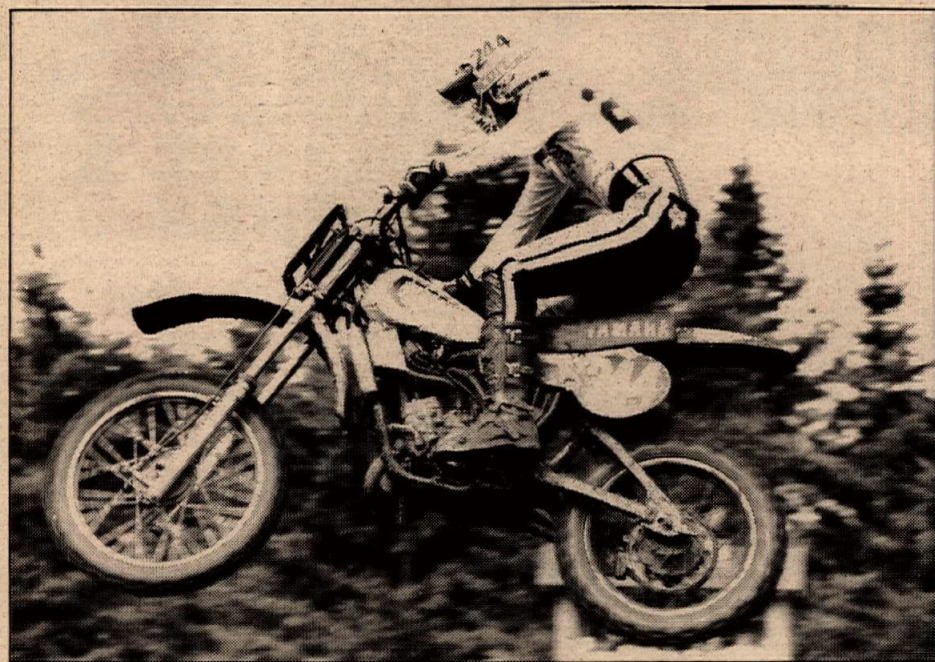
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NORTHERN DATELINE



Jim Anderson (above) claims he rode like a jerk. Anderson, however, managed to pull out top honors in the 125 & 250cc Pro class at Washougal.

Summer Series ends at Clarks Branch MX

By Delbert Longbrake
ROSEBURG, OR, SEPT. 20

The summer series officially came to an end at the Clarks Branch motocross with the running of the championship race. One hundred and forty riders paid their entry fee to race on the Huffman prepared track and, as usual, it was in great shape.

Three 125 and seven 250cc Pro riders were on hand and racing for the usual 200% payback. A staggered start was used with the 125s starting first. It was Rick Smith getting out of the gate in first with Rod Keller and Wayne Church following in second and third.

The 250s were off and running a few seconds later with Rod Huffman out in front. But before half a lap could be completed, both Mark Matthiesen and Craig Prause had gotten around, putting Huffman back to third.

Before long the 250s caught up to the 125s and Matthiesen, who was being pressured by Prause, put 125cc rider Wayne Church, between himself and second place. This allowed Huffman to catch up from third and later he passed the now fading Prause. Rod Nordstrom was next and he was soon into third place. Nordstrom later pulled by Huffman for second on his C&R Racing-sponsored Honda.

Rod Keller on his 125cc Suzuki was still in first with a comfortable lead over Smith. Smith later dropped out of the race with bike problems, leaving Wayne Church second 125cc.

In the second moto, Smith and Keller pulled out of the gate and rode to the first turn side by side, but Smith pulled into first. After the first lap, Keller made his move and squeaked by for first. Smith tried to repass at the bottom of the big downhill but crashed in doing so. Keller then pulled a huge lead which he held to the checkered flag. Smith worked back to second at the finish.

In the 250cc class it was again Matthiesen getting the early lead with Prause in second and Nordstrom in third. The first few laps found Prause chewing up Matthiesen's rear wheel, but unable to pass. Matthiesen later pulled a big lead, and rode on for the

win. Prause finished second and Nordstrom followed in third.

The Pee Wees have been riding hard all season and at the championships it was no different. In the Pee Wee Junior class Gene Logan held off Ryan Huffman for first overall. Yamaha of Springfield rider Jeff Daily continued his winning ways in the Pee Wee Intermediate class by defeating Monty Spalding.

Results

125 PRO: 1. Rod Keller (Suz); 2. Wayne Church (Yam); 3. Rick Smith (Yam).
250 PRO: 1. Mark Matthiesen (Yam); 2. Rod Nordstrom (Hon); 3. Craig Prause (Yam).
PEE WEE MIDGET: 1. Frank Cunningham (Yam); 2. Isha Bissattini (Hon).
PEE WEE JR: 1. Gene Logan (Yam); 2. Ryan Huffman (Yam); 3. Jason Jase (Suz).
PEE WEE INT: 1. Jeff Daily (Yam); 2. Monty Spalding (Yam); 3. Darren Davis (Yam).
MINI BEG: 1. Billy Glen (Kaw); 2. Paul Lewis (Yam); 3. Dennis Reading (Yam).
MINI JR: 1. Byron Johnson (Kaw); 2. Robbie Miquel (Yam); 3. Jeff Daily (Yam).
MINI INT: 1. Matt Ramey (Yam); 2. Anthony Valenzuela (Yam).
MINI EX: 1. Don Church (Yam).
100 JR: 1. Byron Johnson (Yam); 2. Todd Krenik (Kaw); 3. Michael Still (Suz).
100 INT: 1. Dennis Rotherham (Yam); 2. Frank Pieferini (Yam).
100 EX: 1. Don Church (Yam).
125 JR (A): 1. Pete Mizner (Suz); 2. Scott Avery (Suz); 3. Casey Steve (Suz).
125 JR (B): 1. Don chru (Yam); 2. Dane Brown (Suz); 3. Rod Bixel (Suz).
125 INT: 1. Jeff Toedmeier (Suz); 2. Ted Perreard (Suz); 3. Ron Henderson (Yam).
250 JR: 1. Jody Lenard (Suz); 2. Dennis Delbiaggio (Suz); 3. Ed Bagley (Yam).
250 INT: 1. Wes Roberts (Hon); 2. Steve Hensler (Yam).
OPEN JR: 1. Delbert Longbrake (Hus); 2. Rob Lauver (Yam); 3. Bernard Plamer (Yam).
OPEN INT: 1. Guy Toedtemeier (Yam); 2. Ken Kulluson (Hon); 3. David Beck (Yam).
OLD TIMERS: 1. Rob Lauver (Yam); 2. Elmer Reimer (Suz); 3. Bernard Plamer (Yam).

Carr, Hill top Lodi ST final

By Marty Scott

LODI, CA, OCT. 3

Chris Carr, 14, and Aaron Hill, 13, who just a year ago were top Mini Experts, continued to excel on the big bikes and are sure to secure top Black Plates for next season after wins in the 250 and 500cc Expert classes, respectively, at the final 1981 short track held at Lodi's Cycle Bowl.

Jeff Bingham started the night off by taking the 80cc Novice/Junior combined win on his Suzuki RM80. Dion Clardy was the top Novice on a Honda.

The 200cc Novice/Junior win went to Larry Tofanelli and his Suzuki, as second was taken by Rotax mounted John McGill.

Eric Lewis took the 250cc Novice win over a small field, with second

going to Scott Eichelbaugh. Both were Yamaha mounted.

The biggest class of the night was the 250cc Juniors. The win went to David West on a box stock Suzuki RM250, and second went to Randy Fisher and his Yamaha over Robert Poole on a Bultaco.

Billy Arbogast put his Jorgy's Can-Am into the lead on the green of the 250cc Experts followed by David Boyles on the Spinetti's Honda and Carr on the Jorgy's/Shoei/T.V. Service Center/ND Can-Am. Boyles and Carr battled over second for a couple laps until Carr stuck it under Boyles in two. Carr then set out after Arbogast, trying everything but going through Arbogast for the lead. Arbogast finally succumbed to the pressure on the ninth lap of the 12-lap main as Carr went by going into turn one. Carr continued on for the win over Arbogast and Boyles.

Randy Fisher topped off a good night after a second in the 250cc Junior with the win in the 500cc Novice/Junior combined. Kelly Bennett was second on a Honda over Roger Hamilton.

Hill, after a disappointing ride for him in the 250cc Expert main, was fired up and pulled the holeshot in the 500cc Expert main on the Blendzall/ND/Del Callen Honda. Boyles was second over Carr. Hill continued to lead throughout, though Boyles put the pressure on lap after lap. The two were able to build a good cushion over Carr and his 400 Can-Am. Hill held on for the wire to wire win.

Results

80 NOV/JR: 1. Jeff Bingham (Suz); 2. Dion Clardy (Hon).
200 NOV/JR: 1. Larry Tofanelli (Suz); 2. John McGill (Rotax).
250 NOV: 1. Eric Lewis (Yam); 2. Scott Eichelbaugh (Yam).
250 JR: 1. David West (Suz); 2. Randy Fisher (Yam); 3. Robert Poole (Bul).
250 EX: 1. Chris Carr (C-A); 2. Billy Arbogast (C-A); 3. David Boyles (Hon).
500 NOV/JR: 1. Randy Fisher (Yam); 2. Kelley Bennett (Hon); 3. Roger Hamilton (Yam).
500 EX: 1. Aaron Hill (Hon); 2. David Boyles (Hon); 3. Chris Carr (C-A).

Christian tames the lions at Hannegan Speedway MX

By Suanne Light

BELLINGHAM, WA, SEPT. 27

For Bellevue Yamaha rider John Christian, Jr., it was just another win in his incredible Seattle area win streak. To add to tonight's victory, he also took the class championships in both the 250cc and Open Expert classes while local hot shot 125cc rider Brad Bolmes took the small bore class laurels.

In 125cc Expert race, Rusty Flescher (Yam) took command of both highly competitive motos for the overall to put himself in second in championship points. Rick Albee (Suz) gave chase, but Flescher was unstoppable, and Albee had to settle for a 2-2 second with Garry Chubey (Suz) taking the third place pay spot via a 4-3.

The largest class of the night was the 125cc "C" class. Greg Skudlariak (Yam) pulled the holeshot over Suzuki rider Loren James and David Akerly (Yam). Skudlariak went on to win moto one with Akerly taking second, James third and Donald Miko (Yam) fourth. Moto two saw James take the lead but Skudlariak inherited it when James went wide, going on to win moto

two as well for the overall ahead of James, Akerly, Miko and Randy Laurie (Yam).

The race to watch was the 250cc Experts where Christian took a first turn stranglehold over Cory Klaudt (Burien Yam) and Tom Moen (Skagit Yam). Any one of these three have the potential and speed to pull off a win anywhere in Washington, but tonight was Christian's turn. Since Klaudt has had more than his share at S.I.R., Christian wanted the others to know this was his "home track." While Christian was on his way to the flag, Klaudt and Moen were banging bars for second, with Klaudt coming out on top. The second moto was another Christian "crush," putting him at the top of the heap in the overall payoff and netting him the 250cc season championship to add to his Open title. Klaudt was second overall and Moen third.

Christian was back again, this time just for fun in the Enduro class, which is quite popular here in Bellingham. Christian had no trouble topping the 200cc and up class for Enduro machinery, winding up with another 1-1 devastation. Dan Amor (Suz) finished second and Lyle Duronso (Yam) third. As far as 1981 season champions go, Christian took number ones in both the 250cc and Open Expert classes with Moen second in points in both classes. Third place points went to Bellevue Suzuki whiz Robb Manning. Number one in 125cc Expert class was Brad Bolmes with Rusty Flescher second and Allan Dyck third.

Results

80 EX: 1. Vince Matthews (Hon); 2. Ken Robertson (Kaw); 3. David Ling (Kaw).
80 B: 1. Dean Ling (Kaw); 2. Mike Jorgenson (Hon); 3. Troy Burstyk (Yam).
80 C: 1. Danny Stanley (Yam); 2. Shawn Bates (Hon); 3. Aaron Johnson (Suz).
80 BEG: 1. Ron Beck (Hon); 2. Jay Chenier (Yam); 3. Harold Snow (Yam).
100: 1. Vince Matthes (Suz); 2. Larry Ward (Kaw).
60: 1. Derek Hanson (Yam); 2. Danny Stanley (Yam).
50: 1. Scott Naughty (Yam).
125 EX: 1. Rusty Flescher (Yam); 2. Rick Albee (Suz); 3. Garry Chubey (Suz).
125 B: 1. Randy Rose (Yam); 2. Bobby Nietfield (Hon); 3. Tony DeVries (Suz).
125 C: 1. Greg Skudlariak (Yam); 2. Loren James (Suz); 3. David Akerly (Yam).
250 EX: 1. John Christian, Jr. (Yam); 2. Cory Klaudt (Yam); 3. Tom Moen (Yam).
250 B: 1. Ted Yanco; 2. Clint Peterson; 3. Ken Dyck.
250 C: 1. Larry Milne (Yam); 2. Randy Kennedy (Yam); 3. Jim Harmon (Suz).
OPEN EX: 1. Tiger Wingert (Suz); 2. Rick Axelson (Hus); 3. Tim Krough (Hon).
OPEN B: 1. Dennis Armstrong (Mail); 2. Russell Armstrong (Yam); 3. Howard Knowlton (Hus).
OPEN C: 1. Jim Barrett (Yam); 2. Loren DeGoller (Bul).
ENDURO ABOVE 200: 1. John Christian, Jr. (Yam); 2. Dan Amor (Suz); 3. Lyle Duronso (Yam).

Anderson doubles to end Washougal MX season

By Action OZ

WASHOUGAL, CA, OCT. 4

"I rode like a jerk" was all Jim Anderson had to say after the first 125cc Pro moto. On a perfect track, thanks to nature, the seasonal wind-up at Washougal favored everyone.

Anderson, the big winner in both the 125 and 250cc Pro classes, was able to come out in both of his second motos and put himself across the finish line first. It was the 125cc Pros who started the race order for the day. Anderson, riding for Moto-X Fox and Yamaha support, had the first three laps to himself. Most of the seasoned observers noticed a lack of pull-away power in number 244. In the past once Jim gets the lead he's gone. Not this time, however. Jeff Cropper (Gresham Suz) dogged his line until the fourth lap when he put a move on Anderson

and took the lead. Meanwhile, Scott Tyler hung in like glue till he went down and the pack roared by. Robby Watilo (Yamaha support), who started the first lap in fourth, passed Anderson on lap six and then Anderson seemed to clear the fog to try and haul in Watilo. By lap nine he was able to pass and slip into second to the flag. Cropper had a commanding lead and flew across the finish line a strong winner of moto one.

Watilo picked up third and Mike McCormick (Yam) held fourth. Larry Hofenbredl (Suz) took fifth and Steve Corcoran (Yam) claimed sixth.

Bob Cameron (Gresham Suz) got the second moto holeshot and kept it until lap two when Stacy Thornton (Suz) blasted by him to go into the lead. Cropper got a lousy start and had to work himself up through the pack. Anderson went from fourth on the first lap to second on the second lap. He then passed Thornton on the third lap to take the lead, which he held to the flag. Stacy stayed with him for second and Cropper got to third before time ran out.

Overall it was Anderson, Cropper second, McCormick and Thornton.

Robby Watilo (RW Racing), got a magnificent holeshot in the first 250cc Pro moto. He was way into the lead and hauling you know what. Anderson, the major threat was laying way back in fifth. Steve Williams (Yam) had second for two laps, but on lap three Anderson picked a line and swept by Williams to take second. Meanwhile, Watilo was out front smoking. Then it happened, while he was smoking he jumped the first underpass jump, set up for the right hander and dumped it. Anderson was just close enough to see what happened and wicked it just enough to squeak by before Watilo could right his machine. They both had such a lead that no one got by. Watilo cranked it back on and the race took on added interest. Side by side they went and it was "wow" time. On the next to the last lap Anderson made that same jump, the first underpass, and rewrote the Watilo book, dumping it in exactly the same spot as Rob did. Watilo went by to take the flag and the moto. Anderson was second, Steve Smith third, Tim Michlitsch fourth and Kevin Jansen fifth, the latter two riding support Kawasakis.

The second 250cc Pro moto was an anticlimax. Watilo got a bad start while Anderson got a good start. Steve Williams (Yam) took the lead for a short time and was passed by Anderson by lap two. Kevin Jansen reclaimed the second position and held it to the flag. Williams was able to hold third and Craig Praus (Yam) earned fourth. Ken Reynolds (Suz) picked up fifth.

What could have shaped up to be was not to be. Watilo went down in the third turn, getting started again dead last. Three laps later he pushed in with a broken frame. The overall shook out as follows: Anderson, Jansen, Williams, Steve Smith and Craig Praus. All-in-all a very good windup for a super good seasonal meet at Washougal, home of the AMA sanctioned Washougal/Yamaha 125/500cc MX National due to hit on August 15, 1982 — remember, you read it here first.

Results

PEE WEE INT: 1. Travis Whitaker (Yam); 2. James Row (Yam); 3. Mike Stevenson (Hon).
PEE WEE EX: 1. Jeff Dailey (Yam); 2. Derek Hanson (Yam); 3. Grant Bergstrom (Yam).
MINI JR: 1. Corey Whitaker (Yam); 2. Mike Cardwell (Kaw); 3. Randall Klethke (Hon).
MINI INT: 1. Corey Barton (Yam); 2. Jeff Miles (Yam).
MINI EX: 1. Denny Fennell (Yam); 2. Larry Ward (Kaw); 3. Todd Hoover (Kaw).
100 JR: 1. Mike Hess (Suz); 2. Glenn Hunter (Suz); 3. David Grady (Yam).



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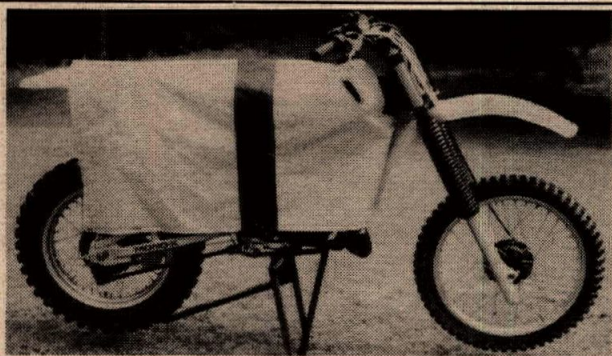
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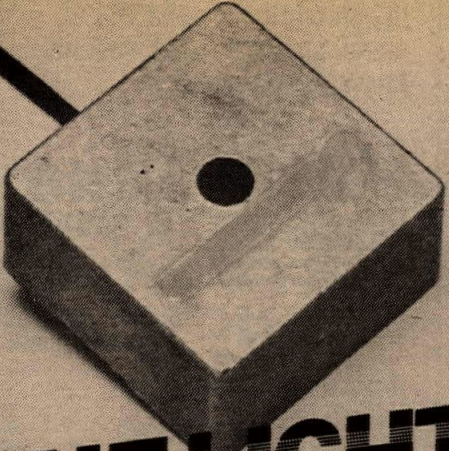
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NORTHERN DATELINE

100 INT: 1. Mike Klettke (Suz); 2. Bill Hrabick (Yam); 3. Kirk Barber (Suz).
125 JR: 1. Monte Hill (Suz); 2. Wes Swearingen (Yam); 3. Mike Froneaies (Yam).
125 INT: 1. Keith Foidel (Yam); 2. Kevin Hotenbredyl (Hon); 3. Jim Anderson (Yam).
250 JR: 1. Garry Roestel (Hus); 2. Craig Harrison (Yam); 3. Daniel Saushek (Hon).
250 INT: 1. Mike Nyberg (Yam); 2. Shawn Myers (Suz); 3. Patrick Nellis (Yam).
OPEN JR: 1. Dale Sahleen (Yam); 2. Tony Buyas (Suz); 3. Robert Aguino (Hon).
OPEN INT: 1. Randy Artman (Yam); 2. Doug Hofos (Mail); 3. Tony Cabodie (Yam).
30-40 A: 1. Garry Roestel (Hus); 2. Patrick McCafferty (Yam).
30-40 B: 1. Calvin Phillips (Suz); 2. Steve Kostl (Suz).
30-40 C: 1. Allen Kastl (Hus).
O.T.: 1. Larry Sause (Hon); 2. Vern McCall (Yam); 3. Dick DiMartini (Yam).
125 PRO: 1. Jim Anderson (Yam); 2. Jeff Cropper (Suz); 3. Mike McCormick (Yam).
250 PRO: 1. Jim Anderson (Yam); 2. Kevin Jansen (Kaw); 3. Steve Williams (Yam).

Preston posts win at NorCal AMA State Championship Series MX

By Sue Ellis

SACRAMENTO, CA, SEPT. 27

Over 575 riders turned out for the first Northern California State Championship Series race, promoted by Boss MX at Prairie City OHV Park.

In the 125cc Pro class, Mike Preston pulled a holeshot on the 48 rider field followed by Mike Holmes and Ken McKenzie. By the third lap Jerome Heiberger moved into third behind Holmes and Preston. At the end of the moto Heiberger was pressing Preston but couldn't get by him. Third place went to Holmes and fourth was McKenzie.

The second moto saw Allen Silhanek grab the lead followed by Dan Turner, Jon Nelson and Mike Preston. Turner, Preston and Nelson shot in front of Silhanek and the trio took off. On the fourth lap Preston passed Turner for first, and Nelson slid out in the back section and lost his third place to Jerome Heiberger. At the end of the moto Preston held first, Turner second, Heiberger third, with Silhanek fourth.

Rodney Smith was first away in the 250cc Pros with Dave Wood and Jim Ellis right behind him. Wood and Ellis passed Smith at the top of the hill and continued battling. Ellis gained control by the second lap as Wood held second, and Shawn McConn and Dave Coupe fought for third. Out of sight in the back section Ellis hit a pole and was out of the race. At the white flag McConn and Coupe were 1-2 and Wood and Smith, 3-4. Coupe took the checkered in front of McConn with Wood, Smith and Berluti finishing off the third, fourth and fifth place positions.

In the second moto Ellis grabbed the holeshot followed by Shawn McConn and Dave Coupe. For the first lap the top three riders constantly traded positions. By the second lap Ellis gained first position with McConn, Coupe, and Smith following. At the end of the moto Ellis stretched his lead, McConn stayed in second, Smith got up to third and Coupe and Losh rounded up the fourth and fifth place positions.

Results

OPEN NOV: 1. Les Kauling; 2. Rick Jost; 3. Paul Vogel.
OPEN EX: 1. Dave Coupe; 2. Joey Schlag; 3. Allen Berluti.
OPEN INT: 1. John Daurth; 2. Jim Domenighini; 3. Lennie Klien.
WOMEN'S NOV: 1. Jeri Marquarot; 2. Linda Smart; 3. Leah Aryizu.
WOMEN'S JR: 1. Pam Wall; 2. Kelly Grother.
WOMEN'S EX: 1. Doreene Payne; 2. Lynette Wosick.

100: 1. Ronnie Hawkins; 2. Jamey Parker.
MINI NOV: 1. Dean Matcon; 2. Kevin Brown; 3. Gary Pash.
125 NOV I: 1. Greg Vlahoes; 2. bob Blase; 3. Lance Link.
125 NOV II: 1. Ron Ernst; 2. Brad Wiget; 3. Terry Callassan.
125 NOV III: 1. Carl Nunes; 2. Chris Plain; 3. Bill Lea.
125 EX: 1. Mike Preston; 2. Jerome Heiberger; 3. Scott Reubuck.
125 JR I: 1. Tim Aston; 2. John McCages; 3. James Morningstar.
125 JR II: 1. Jack Barton; 2. Mark Nelson; 3. Jeff Cabral.
OLD TIMER NOV: 1. Bob Smart; 2. Ely Rifenburg; 3. Dick Milane.
OLD TIMER JR: 1. Cliff Deed; 2. Jess Gallo.
OLD TIMER EX: 1. Jim Saitone; 2. Jack Lewis; 3. Richard Schilling.
80 JR: 1. Marty Cooper; 2. Charlie Vinegas; 3. Jason Mackenroth.
80 EX: 1. Tyson; 2. Vohland; 3. Eric Lidden.
250 NOV I: 1. Kevin Green; 2. Beau Hibfon; 3. Paul Johnson.
250 NOV II: 1. Bob McKenzie; 2. Mike Stirling; 3. Craig Hall.
VET EX: 1. Jim Thrasher; 2. Scott Davis; 3. Rich Lokke.
VET JR: 1. Art McDade; 2. Mark McIntosh; 3. Gary Lane.
250 JR: 1. Theo Bernhard; 2. Loren Turner; 3. Jon Hill.
250 EX: 1. Shawn McConn; 2. Dave Coupe; 3. Rodney Smith.

McCormick masters OMRA Juniper Classic

By Larry Ulrich

BEND, OR, SEPT. 27

After a summer's rest, the desert riders were again in pursuit of Oregon Motorcycle Riders Association desert points as K&S Enduro Racing of Bend put on their second race.

This event might have been a real bummer had it not been for mother nature. It had not rained in the Bend area for several months; one of the worst droughts ever. The dust was unreal and the trails were treacherous with rocks hidden under talcum powder-like dust and wheel grabbing ruts. K&S had to file for permit with BLM months in advance and had no choice but to have the event on that date. Friday night it started to rain, raining lightly most of Saturday, and then almost all night Saturday and Sunday morning. The sandy soil packed down just like a beach at low tide. The rain let up shortly after the 10 a.m. start and a better race could not be asked for.

This desert area 20 miles east of Bend is adjacent to the U.S. Forest Service land and K&S had planned to start the race on BLM land, then venture south onto the Forest land for about a 35 mile loop. With the dry conditions, the Forest Service said no at the last minute and K&S had to run a shorter course. Turned out to be a 26 mile course run three times.

Young Brad Turnidge jumped into the lead and it looked like he was going to repeat his last three overall wins. His 495 KTM ran all right down a real fast road only to seize just past checkpoint two on a trail.

Joe McCormick, riding an Open class Husky, went on for the overall victory. Rick McUne was second overall and second Open rider. Cliff Humbard was right behind, and at the finish line he found that he was first 250cc Expert.

The course was very challenging even though it was only a total of 78 miles. There was a new trail on a side hill, a few rock piles, some nasty, deep sand dunes that got worse with each passing lap and then those fast sections that took their toll of pistons and cylinders.

Old Timer Expert Denny Olson took his first first place in this class. Olson, a Maico rider, was quite proud of his trophy and of his Maico. This

win puts this very consistent rider further in the lead for season points.

Lyle Klenski was first 250cc Amateur and is one of many Amateurs that will be advanced to Expert next year.

K&S had a very good turnout with 140 riders. They are to be congratulated on a very good effort for only their second try.

The Amateurs started about 10 minutes behind the Experts. Considering this, Klenski, mentioned earlier in this article, did very well to take 11th overall. Another Amateur rider, Gordon Graham was 18th overall and first Open Amateur. James Harris was 20th overall and second 250cc Amateur.

It was amazing that two 125cc Expert riders did so well on such a fast course. Terry Bryan and Ron Lemon took 13th and 14th respectively.

Results

TRAIL BIKE: 1. Brent Olson.
125 AM: 1. Bradley Allen; 2. Harry Reed; 3. Keith Eckelman.
125 EX: 1. Terry Bryan; 2. Ron Lemon.
200 AM: 1. Curt Mastrude; 2. Ritchie Elspas; 3. Joe Campbell.
200 EX: 1. Bert Fox.
250 AM: 1. Lyle Klenski; 2. James Harris; 3. Winston Platt.
250 EX: 1. Cliff Humbard; 2. Alan Holly; 3. Larry Pestes.
OPEN AM: 1. Gordon Graham; 2. Barrett Brown; 3. Boyd Paine.
OPEN EX: 1. Joe McCormick; 2. Rick McUne; 3. Grant Hudkins.
OLD TIMER AM: 1. Harry Grele; 2. Craig Stiff; 3. Lou Page.
OLD TIMER EX: 1. Denny Olson; 2. Roger Neale; 3. Denny Howard.
OLD TIMER OVER 50: 1. Howard Emmick.

Morgan, Allred repeat performances at Foxes H&H

By David Daniles

SAND MTN., UT, SEPT. 20

Once again Husqvarna and Gerber Racing-sponsored Kris Morgan went unchallenged, while Zeeman's Sports-sponsored Brian Allred took his 125 Suzuki to victory in the small bore class in the Utah Desert Foxes hare 'n' hound.

With almost 100 riders out of action from last week's mishap on the edge of the Salt Flats, the Utah Desert Foxes kept the high speed down to a bare minimum.

The start, rough, choppy sand and sagebrush, showed us Scott Gerber (495 KTM) first to the bomb followed by Kevin Jones (250 Suz), Brad Strong (495 KTM), and Bruce Neilson (495 KTM), all on their way for the first 60 mile loop. A few miles out, Over 30 class riders Preston Gerber (250 KTM) and Don Fuller (465 Yam) were having the best race they have had in five years.

Meanwhile, Morgan played the catch-up game, from midpack at the bomb, to within a few yards of the lead at the alternate gas. At the alternate gas it was Steve Gerber and Morgan, then a long wait for the next group, Jones, Strong, Fuller, and Bouge. Morgan claimed the lead just before the check one.

An interesting stop was check four on loop two, a make-believe cat house.

The first bike through was Morgan. Several minutes after he had left, Jones pulled in. He must have had goggle problems, or couldn't believe his eyes, so it was a quick look and on his way. Strong was next followed closely by Bouge. First 125cc at this point was Brian Allred, who had lost his seat and rear fender and would ride the next 30 miles standing up or sitting on the frame. The first Over 30 rider was Dave Vogler (465 Suz) and top

Maguman was Laddie King (465 Yam) followed by Ken Grio (430 Hus).

The finish brought no surprise when Morgan cruised in on his 430 Husqvarna with a good 10 minutes on second overall, which was not decided until 200 yards from the finish when Jones crashed and Bouge took advantage for first 250cc. Fourth went to Strong, and fifth was Mark Jones (430 Hus). Allred finished seventh overall, first 125cc and still had no seat. In at 15th was first Over 30 Vogler, while King lost the old man's class to Guio when he ran out of gas a mile from the finish.

Larson roars in Peaceful Cove MX

By Steve Hammer

BOISE, ID, SEPT. 13

The Owyhee Motorcycle Club played host to some hot 'n' heavy action when they sponsored the annual Idaho State Championship MX at Peaceful Cove. Over 130 racers, from four states showed up to do battle, but more than just honor was at stake; the club had put up some megabucks in the Pro classes!

As the show unfolded, Cory Barton (Yam), proceeded to wax the Mini Beginner class, and minutes later, Mike Taylor (Yam) absolutely destroyed the Mini Expert division. This two man wrecking team, got the large crowd sufficiently aroused for the Pro classes. Much to the dismay of the other Pros, two Yamaha support riders from Washington showed up again this year. Their names? Phil Larson and Jimmy Anderson, and what they proceeded to do to their competition wasn't very nice; they smoked everybody!

When the 125cc Pros roared into the first turn, Larson already led, but local riders Derrick Personette (Suz) and Loren Shockey (Yam), were able to hang with him for awhile before dropping back slightly. Larson just doesn't tire out! Jimmy Anderson was involved in a first turn pile-up, and it took him the rest of the moto to work up to third behind Personette.

Anderson's luck was better in the 250cc Pro ranks as he rode to a win, with only Warren Hickman able to stay close.

When the Open Pros rolled up to the line, the crowd yawned, as Larson was set for another win. Idaho desert specialist Ron Dillon (Yam) made a cameo MX appearance, and actually led for half a lap, but a seized motor put him out for the day. Larson went on to the win by about half a lap in both motos. (ZZZZzzzzz.....)

The excellent beginner races shouldn't go unmentioned; the 125cc Beginner class was so big, it had to be divided in two, and Dave Quane won division one and Steve Quale won division two. Steve Thomas aced out Ricky bucknell in the 250cc Beginners, and J.D. Dunn defeated John Lorenzo for the Open title.

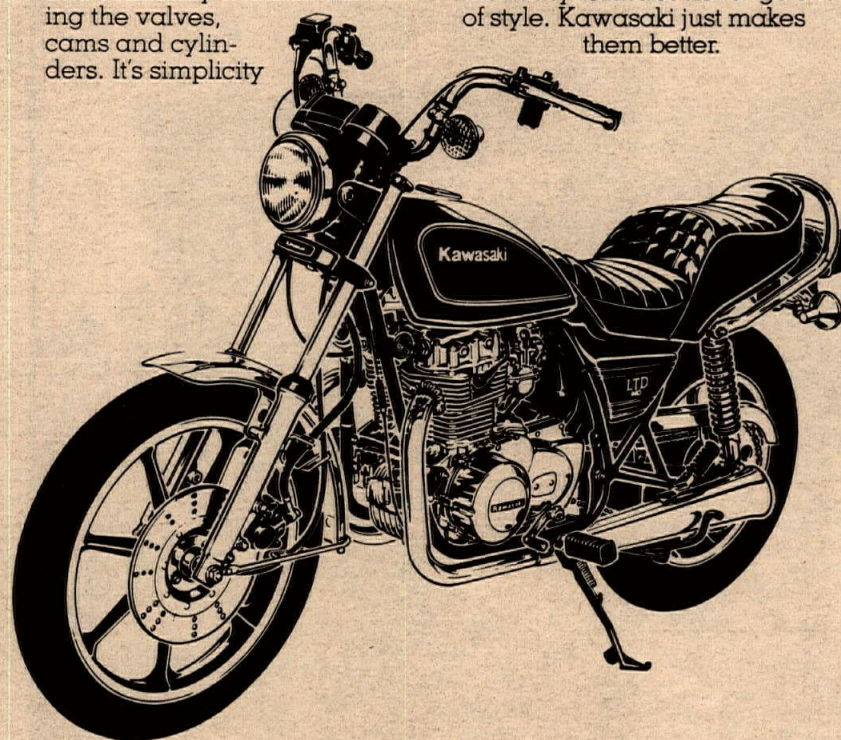
Results

MICO MINI: 1. Rich Reynolds; 2. Pat Lovelady.
MINI BEG: 1. Cory Barton; 2. Tom Hiler; 3. Shane McCray.
MINI EX: 1. Mike Taylor; 2. Steve Lankford; 3. Rick Putzier.
125 BEG (GROUP 1): 1. Dave Quane; 2. Guy Orozco; 3. Todd Hitchcock.
125 BEG (GROUP 2): 1. Steve Quale; 2. Ty Taylor; 3. Kevin Mott.
125 PRO: 1. Phil Larson; 2. Derrick Personette; 3. Jim Anderson.
250 BEG: 1. Steve Thomas; 2. Ricky bucknell; 3. Ron McNabb.
250 PRO: 1. Jim Anderson; 2. Warren Hickman; 3. Cary Kuest.
OPEN BEG: 1. J.D. Dunn; 2. John Lorenzo; 3. Dana DeChambeau.
OPEN PRO: 1. Phil Larson; 2. Mark Bloemke; 3. John Thacker.

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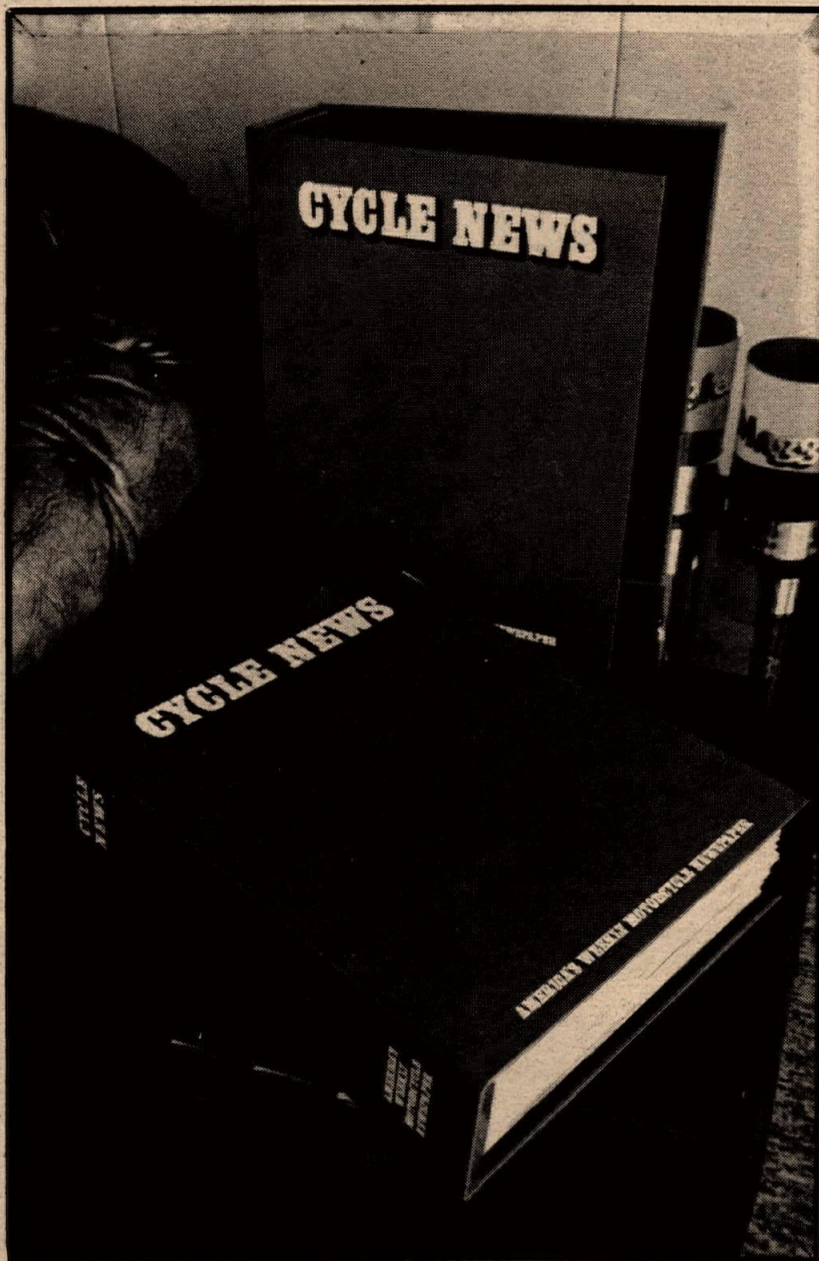
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Central Pipeline

Dedman does in TRH MX/field meet

By Lisa Milcich

CONROE, TX, SEPT. 26-27

Conroe MX Park let the Trail Riders of Houston use its facilities for a field meet and motocross over the weekend. The field meet events took place on Saturday; nine individual timed events, plus three group events that combined to give the riders a final score.

A sample of these events included barrel racing, a Bob Clark devised game where he had you carry three plastic squares (which were supposed to be tennis balls) down the field to a plastic milk container, drop them inside, then shut your bike off and push it backwards to the starting line. Wanda Nesloney had a game along the same lines, putting various shaped designed into a ball hanging from a tree with the proper holes inside. There was a clothes pin game where you were given seven clothes pins to carry anywhere you wanted. Most people clipped them to their duck bills, some had them in their mouths and others on the brake cable. Plastic milk containers were perched atop sticks and the rider had to stop by each one and place the pin inside.

Motocross action started on Sunday morning with 52 entries and 11 classes making up the day's activities. Eric Dedman proved to be a rider worth watching today.

In the first moto of the 200cc Novice class Dedman was in first off the line followed by Rob Roy. Todd Holder passed Roy and started moving in on Dedman. Dedman gave Holder a run for his money though and was not easily caught, yet at the finish line Holder was less than a bikelength behind him.

Dedman led again in the second moto as Roy was in second and Holder left the line late in third. Holder passed Roy after the double jumps but lost ground quickly and couldn't seem to get up with the fleeing Dedman who saw the checkered flag first with Roy coming in second. Holder finished third.

Results

MOTOCROSS

YOUTH 0-9: 1. Kevin Alley; 2. Darren Lankford (Hon); 3. Andre Clark (Yam).

YOUTH 10-12: 1. Mike Lee (Yam); 2. Kenny Lewis (Yam); 3. Bryan Dedman (Yam).

JR BOYS: 1. Eric Dedman (Suz); 2. Todd Holder (Yam); 3. Greg Wassenich.

NOV WOMEN: 1. Sherri Wiggins (Hon); 2. Belinda Clark (Yam); 3. Nancy Alley.

EX WOMEN: 1. Emily Lankford (Yam); 2. Lisa Milcich (Kaw); 3. Peggy Atcher (Yam).

NOV 0-200: 1. Eric Dedman (Suz); 2. Rob Roy.

NOV 201-OPEN: 1. Ty Walters; 2. Jeff Primm (Kaw); 3. Charlie Atcher (Hus).

EX 0-200: 1. Richard Huffman (Hon); 2. Eric Dedman (Suz); 3. Robert McCormick.

EX 201-OPEN: 1. Richard Huffman (Hon); 2. Danny Erdjic (Hus); 3. Layne Budd (Hon).

OVER 30: 1. Bob Clark (Yam); 2. Richard Herman (KTM); 3. Roger Leedy (Suz).

HOOLIGAN (NOV/EX): 1. Layne Budd (Hon); 2. Eric Nesloney (Yam); 3. Jeff Primm (Kaw).

FIELD MEET

YOUTH 0-9: 1. Darren Lankford (Hon); 2. Andre Clark (Yam); 3. Tony Smith (Suz).

YOUTH 10-12: 1. Kenny Lewis (Yam); 2. Mike Lee (Yam); 3. Pam Reeves (Hon).

WOMEN: 1. Paula Smith (Yam); 2. Ginger Leedy (Yam); 3. Belinda Clark (Yam).

MEN 0-200: 1. T.D. Smith (Yam); 2. Roger Leedy (Yam); 3. David Milcich (Kaw).

MEN 201-OPEN: 1. T.D. Smith (Hus); 2. Sandy Pinkston (Yam); 3. Eric Nesloney (Yam).

OVERALL: 1. Bob Clark (Yam).

BICYCLE: 1. Kenny Lewis; 2. Twailah Clark.

Draycott hot at Conroe

By Lisa Milcich

CONROE, TX, OCT. 4

Jason Draycott came out on top of a combined Expert class race at Conroe MX Park.

In the afternoon program attendance was slim so there were only

two races, combining all size of Intermediates in one and all the Experts in another. From the beginning of the Intermediate race it looked like Chuck Heath had it sewn up with a beautiful holeshot, but a tormenting David Good didn't see it that way. Jimmy Hill and Layne Budd were arguing over third. After three laps Good overcame Heath in the back section and was pulling him badly. Budd was trying very hard to pass Hill but lost sight of him on the fourth lap. At the end of the first moto it was Good, Heath second and Hill.

Heath was out front again for the second moto and was again hounded by Good. Shannon Ratcliff was following in third until he stalled it. Ray Burgess jumped at the third place opening but Hill sped by Burgess on the next lap. By the fourth lap Heath thought he had a strong lead but on lap five Good was applying pressure. He almost caught Heath on the track's newly constructed "Matterhorn," but Heath pulled away from him, not enough to stay away as Good passed him after Honda Hill. Good took a huge lead in the remaining two laps as Heath was content in second.

The Expert race revealed that Russell Miksch could definitely get off the line first. Dean Walker and Jason Draycott fell in behind. Miksch began stretching his lead leaving Walker, Draycott, Robert Groover and Danny Wilburn to freight train behind. Wilburn began dropping back in the third lap but the others remained stuck together. Miksch stalled his engine on the blind side of an uphill jump, and Walker barely missed landing on his back. He got the Maico going and continued on. Groover, who was in third, fell after a left turn corner and went around the track slowly afterwards. Draycott was close enough to Walker to try and pass him on the Matterhorn, and he did so by taking the outside line and cutting back in on him.

Miksch got the holeshot again in the second moto, and Draycott followed in his trail. Walker, Wilburn, James Tidwell and Groover were bunched together trying to edge up on the front two. Miksch began pulling Draycott by the fourth lap and dialed it on to style over the finish line and shake his leg at the crowd, obviously pleased with his win.

Results

POWDER PUFF: 1. Donna Baumann (Hon); 2. Julie Jamail (Yam); 3. Paula Brown (Kaw).

125 BEG: 1. Dennis Lamberth; 2. Jerry Brooker (Suz); 3. Gary Milner.

OVER 30: 1. Richard Stelter (Hus); 2. T.D. Smith (Hus); 3. Tony Darrow (Suz).

80 JR: 1. Steve Lee (Yam); 2. Jason Peel (Yam).

125 NOV: 1. Mike Noble (Suz); 2. Kelly West (Suz); 3. Butch Wells (Suz).

250 NOV: 1. Brian Campbell (Suz); 2. Joe Machon (Hus); 3. Bobby Semple.

INT: 1. David Good (Suz); 2. Chuck Heath (Suz); 3. Jimmy Hill (Suz).

EX: 1. Jason Draycott (Hon); 2. Russell Miksch (Mail); 3. Dean Walker (Suz).

Dixon, Drew dominate Caney Creek Enduro

By Lisa Milcich

NEW WAVERLY, TX, SEPT. 20

The Trail Riders of Houston sponsored the Caney Creek TSCEC State Enduro, the second of 14 races on the circuit, for the 13th annual year in the Sam Houston National Forest. On Saturday George Rickard put on a children's mini enduro, which was free. Not only children participated, however, as Joe Dixon and Barry Franklin decided to



Holeshot artist Russell Miksch at speed at Conroe.

try their hand at it using a different approach — no bikes! They both had numbers taped to their foreheads and wore tags around their necks. They took off on foot for the six-mile course ahead and alerted TRH checkers that the first checkpoint was off. No way could these guys know that on foot, but they were right.

Sunday the rider turnout stood at 399, one more than last year's and the female riders were bountiful also. The A & B course was 118.3 miles long and the C course was 6.41. With all those participants TRH felt it would be wise to lease the services of an ambulance, which is not a requirement of the state enduro circuit. Unfortunately, it was utilized by a fellow who jabbed a stick through his boot and into his foot.

The first A & B riders were due in to our 72-mile check point at 12 noon. We were all set to go when we heard a bike through the woods at 12:04. False alarm it was only Chris Hardy surveying his area. He left and we heard another bike at 12:09, another false alarm in the form of Guy Burkhardt who buzz bombed us and yelled, "Hello kids" as he flew by. We were beginning to think this was all a joke and we weren't really on the course at all till at 12:14 our number one minute rider clocked in. For the remaining three hours we wrote on score cards that were inside tank bags, around necks, down shirts, on fenders or taped to gas tanks. At least Tina didn't pull her last year's stunt of asking a rider where their card was and when they said, "Down there," she lifted up the shirt only to have the rider scream and notice it was wearing a bra. Better luck next time Tina. Our most interesting rider was one who wore big fuzzy white bunny ears which remained surprisingly clean after all the mud they had gone through.

According to Jim Straley the course was, "One of the longest on the circuit and I like it that way. It was very difficult to maintain the average which was from 18 to 24 miles per hour. Along with the familiar trails they put in a lot of new ones. We had a couple of bad mudholes before the second check which a lot of guys were stuck in and there were several deep gullies, erosion ditches, which were unusual." Sandy Pinkston, who won the Open B class, felt the course was, "Well maked.

The second section was tough, a lot of mudholes, but the whole course was good. When I was $\frac{1}{10}$ th of a mile away from the finish line I ran out of gas, some guy stopped and gave me some of his and I ran out just as I crossed the line. I missed winning overall by five points." Sandy hasn't missed many more though, as he won Thurber as well.

Results

OVERALL A: Joe Dixon.

125 A: 1. Jeff Kring; 2. Ed Wadley; 3. Norman Delamar.

200 A: 1. Gene Kyson; 2. Leo Anderson; 3. John Boreing.

250 A: 1. Mike Collins; 2. Billy Martin; 3. Harold Boyce.

OPEN A: 1. Jack Henry; 2. Carly Bell; 3. Bruce Rose.

OVERALL B: 1. Phil Drew.

125 B: 1. Gaylord; 2. Gary Hecox; 3. Bob Auld.

200 B: 1. Randy Reynolds; 2. Tim Roten; 3. Joey Hardin.

250 B: 1. Don Klinker; 2. Pat McGraw; 3. Gerald Dennis.

OPEN B: 1. Sandy Pinkston; 2. Lonnie Beasley; 3. Kenneth Clark.

OVERALL WOMEN: 1. Debbie Greenhill.

WOMEN A: 1. Debra Stowe; 2. Brenda Pratt; 3. Karen Wiggins.

WOMEN B: 1. Cherrie Wiggins; 2. Jolene Lolley; 3. Karen McGraw.

16 & UNDER

SHORT COURSE OVERALL: 1. Ryan Rodeberg; 2. Walter Birchfield; 3. Leslie Langley; 4. Stan Walker.

OVER 50: 1. Charlie Greer; 2. Frank Wendrock; 3. Walt Powell.

OVER 40: 1. Wendy Wendrock; 2. Kenny Otto; 3. Will Hendrix.

200 C: 1. Richard Trow; 2. Steve Walker; 3. Don Fuller.

OPEN C: 1. Robert Curry; 2. L. Williams; 3. Danny Ball.

Sullivan, Jones, Davis winners at Whitney

By Charlie Wiese

Photo by Dave Nielson

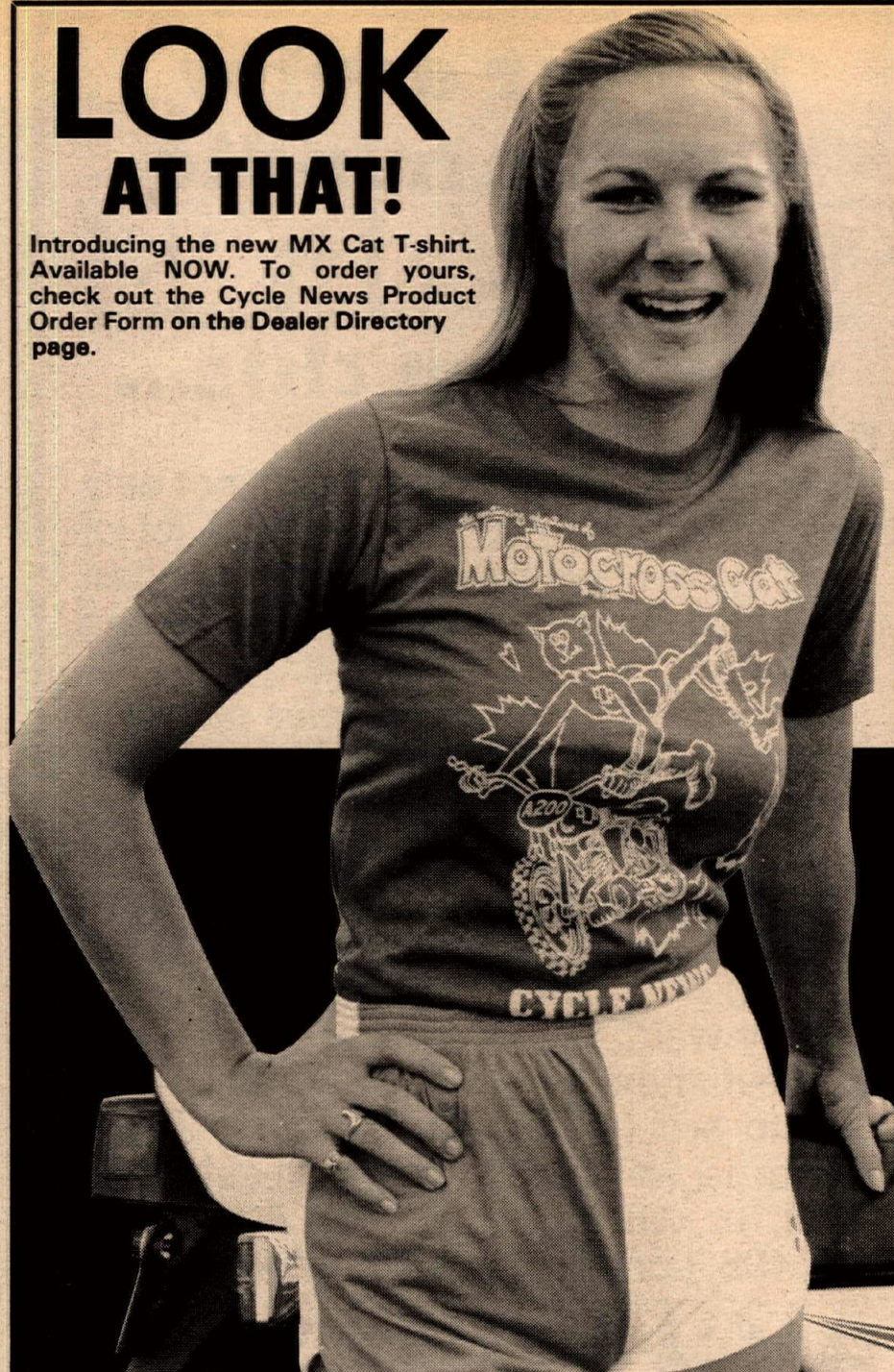
WHITNEY, TX, SEPT. 26

The fourth and final round in TCR's exciting AMA Fall Pro Series was held at Ram's Lake Whitney Cycle Ranch with some of the best racing ever seen taking place on the well-manicured natural terrain course.

Round one in 125cc Pro action began and ended with Randy "Fluid Form" Sullivan on top. Sullivan was untouchable as he gassed his Full Floater to the round one victory ahead of charging "Magic" Mike Clements who held off Jerry "Super" Surber (Yam) and "Texas Terry" Tinney (Suz), the third and fourth place finishers. Fifth was Corpus Christi's John "Berzerko"

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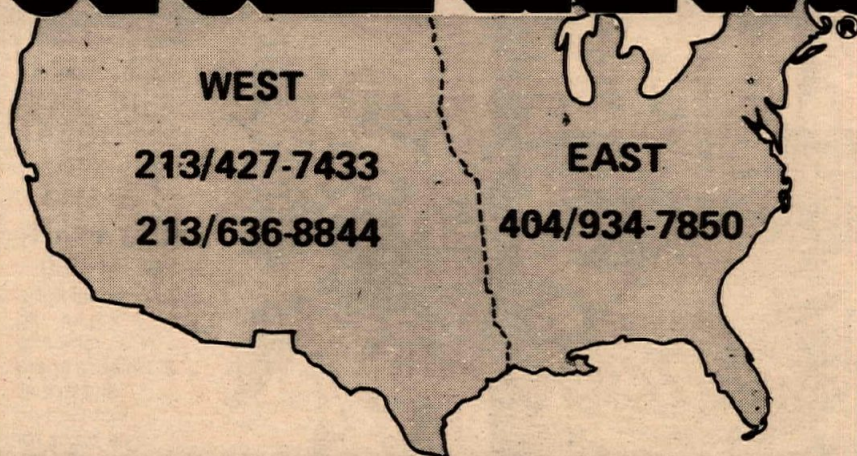
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Central Pipeline



Kirk Spencer collected two Texas Fall Series Championships.

Bersch (Suz) after a soil sample.

Bersch bounced back with a holeshot in round two as "Comeback" Kyle Landrum (Suz) shadowed him in second. On lap nine Landrum led the freight train of riders who eased past a tiring Bersch. By the end of round two Landrum had paced himself to an easy win ahead of a heated three way battle for second that was headed by Surber with Clements and Sullivan finishing third and fourth. At one time it appeared Sullivan might overcome Landrum's pace, however, Sullivan's second round soil sample prevented him from challenging the leader, who rode by himself for most of the exciting round two. Overall it was Sullivan (1-4), Surber (3-2), Clement (2-3), and Tinney (5-6). Because of the AMA's points breakdown, Sullivan's 1-4 was worth 43 points where the 2-3 or 3-2 efforts of Clements and Surber netted them 42 points.

The 250cc Pro action was never more competitive and as the series began at Burselson it ended in Whitney, with a Kirk Dillon (Yam) holeshot. Dillon had it wired before the "Boner" Davey Jones (Suz) boogied by on lap seven. Jones had come from a fifth place start to take the lead and eventual win. Dillon was a quick/consistent second and as round one came to an end Maby McIntyre (Yam) found himself in third ahead of Utah's Terry McGinnis (Yam), "Gassin" Glen Goodier (Hon) and Willie Phee (Hus).

Round two got off to a blitzing pace as Jones took the lead around turn one. Tim "Too Tough" Butler (Yam) did the boogieing in round two as he piloted his WRW mount past Jones in lap two. Butler was untouchable from that point on as Jones rode by himself

in second. Butler's first win on the 250cc came in round two as the 30 minute plus two lap moto came to an end with Jones remounting after a turf test for second with Dillon in third, California's Juan "The One" Benavidez (C-A) in fourth after a pair of soil samples, and McIntyre in fifth after round two's action. Overall it was Jones (1-2), Dillon (2-3), McIntyre (3-4), Goodier (5-6), McGinnis (4-9) and Jimmy Neil (Yam 7-7).

The Open class had its share of surprises and when the action filled races had ended, Las Vegas' Kevin Davis (Mai) had taken overall honors. "Dynamite Dan" Conway rode his red rocket to the round one win after blitzing by early leader Davis. Conway was on cruise control as he sped away from the talented field, while Davis paced himself in second, and McIntyre was movin' on in third.

Round two appeared to be a carbon copy of one, until as in week's gone by, Dynamite Dan's day ended with a DNF. Davis was close by when fate waved its mystical wand over Conway. Davis took the overall win with Conway on the sidelines as McIntyre, who is tougher than dirt, manhandled his Yamaha support YZ to second with Mike Bradshaw (Hus) moving up the ladder for third. Fourth after two action filled rounds of racing was Utah's Mike Driscoll (Hus), who aced Dallas Maico's Jon Kolbensvik, "The Russian," in round two.

Results

125 PRO: 1. Randy Sullivan (Suz); 2. Jerry Surber (Yam); 3. Mike Clements (Suz); 4. Terry Tinney (Suz); 5. John Bersch (Suz).

250 PRO: 1. Davey Jones (Suz); 2. Kirk Dillon (Yam); 3. Maby McIntyre (Yam); 4. Glen Goodier (Hon); 5. Terry McGinnis (Yam).

OPEN PRO: 1. Kevin Davis (Mai); 2. Maby McIntyre (Yam); 3. Mike Bradshaw (Hus); 4. Mike Driscoll (Hus); 5. Jon Kolbensvik (Mai).

RESULTS

Texas Cross Country Racing Association Rockwall, TX Sept. 25, 1981

PRO
Randall Tarter Yam
Dana Wright Yam
Andrew Cooksey Mai
Ron Lane KTM
Bruce Hallmark Mai
OPEN EX & BIG BIKE OVERALL
Randy White Yam
Jerry Jones Yam
Jimmy Jacobsen Mai
John Gustafson KTM
Harold Kendrick Yam
200 EX
Ted Elmore Kaw
C.J. Grippin Yam
Dave Cleveland Yam
Jim Masterson Yam
Tom Powell Yam
OVER 30 EX
Jerry Boren Yam
Phil Oliver Suz
Mike Eads Yam
Ron Moore Mai
Perry Nettles
250 EX
Charles Goodnight Kaw
Marty Layland Yam
Keith Richardson Yam
Andy Cleveland Yam
Vic Isom KTM
125 EX & SMALL BIKE OVERALL
Bobby Thomason Yam
Scott Grippin KTM
Matt Smith Yam

Tod Myers Yam
Dean Lane KTM
MINI SR
Darrall Lamance
Gerard Kirchmeir
Dave Muckey
D.L. Wood
MINI JR
Curtis Kirchmeir
Brad Rhoten
Doug Matheny
Brent Shaw
Patty Snell
LADIES POWDER PUFF
Debbie Greenhill
Pam Ballew
Chris Fleming
Evelyn Lane
OPEN AM
Matt Bracken Suz
John Feisthamel Hus
Mike Watkins Yam
Bobby Shafer Hon
Jeff Beitel Yam
250 AM
Dale Kidd C-A
Justin Dyess Kaw
Roger Duescher C-A
Ken Muckey Yam
John Hejning Kaw
200 AM
Kirk Howeth Yam
Casey Baufield Yam
Alan Johnson Hon
Jim Hankins Kaw
Claude Pierce Yam
125 AM
Dave Muckey Hus
Paul Carroll Yam
Jackie Wood Yam

Mike Screws Suz
Duane Horton Hon
100 AM
Phillip West Yam
Jimmy Wright Yam
Brian Bulla Yam
David Hale Yam
OVER 30 AM
Mike Wood Hus
Gene Pannell Yam
Bruce Reibly Yam
David Folmar Yam
Rick Denney Hon
OVER 40 AM
Norman Delamar KTM
Don Osborn Mai
John Talbot Yam
Glen Waters Yam
Richard Myers Mai

TROPHY PICKUP

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& Hound Oct. 25, or call
213/368-1025. (141/42)

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News Trophy Pick-up, Box
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90801.

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October 21, 1981 CYCLE NEWS



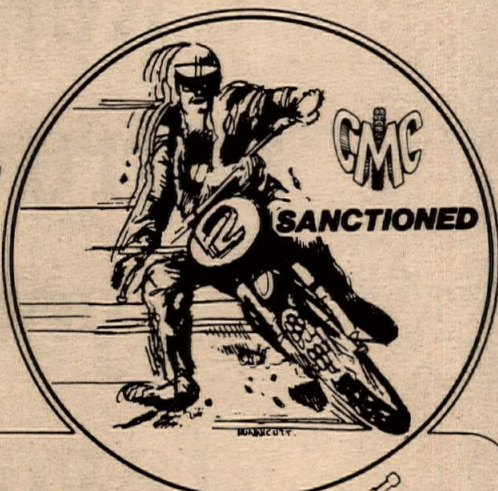
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PRO PAYBACK



J.C. Agajanian

**ANNOUNCES
NIGHT LIGHTED**



TT SCRAMBLES ALL CLASSES

5:00 GATES OPEN • 6:30 SIGN-UP CLOSES • 6:00-7:00 PRACTICE • 7:30 FIRST RACE

Friday Night

OCT. 23

"Course will be completely graded!"

**mx
Tires
gearing
ok**

Entry fee—\$12.00
Adults—5.50
Juniors—3.50
Kids (8-12)—2.00

FOUR STROKE / TWO STROKE

**Open Pro-Payback
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**Mini Class (No age limit, 85cc Max.)
150-200cc Sportsman
250cc Junior & Intermediate
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Open/Twin Sportsman
Vets (age 30-39)
Junior, Inter. & Masters
Old Timers (age 40-7)
Junior, Inter. & Masters**

NO LICENSE REQUIRED

30% TROPHIES

**Sunrise Valley Cycle Park
NIGHT MOTO X**
Every Sat. prior to Sunday Races
Gates Open 5:30 p.m.
Practice 6:30 p.m.
1st Race 7:30 p.m.
Free Overnight Parking
MOTO X SCHOOL
Every Sat. prior to Sunday Races
Starting at 12:00 Noon
MOTO X RACING
Every 2nd & 4th Sat. of the month
4th Sun. Open Racing
\$10.00 Sportsman —
30% Trophies Same Day
\$15.00 Expert —
Cash Payback
50% Trophies to Minis & Vets
Gates Open 7 a.m., Practice 8 a.m.
1st Race 9 a.m.
**Sunrise Valley Cycle Park
Adelanto, Calif.**
(714) 245-7339

(714) 246-6109

AMA D-38 PRESENTS
Desert Race
Sunday, Oct. 25
Tankslappers M.C.
2nd Annual Wild Wizard Chase
Details in Calendar Section
For info (714) 427-5759 anytime.

**AMERICAN
MOTO-CROSS
A.M.E.
ENTERPRISES**
Oct. 16-25-30
INDIAN DUNES
Oct. 17
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA 213/881-5778

10th Annual **FLORIDA
WINTER NATIONAL
MINICYCLE &
SCHOOLBOY OLYMPICS**
**Flat Track TT Scrambles
Motocross
Hare Scrambles
THANKSGIVING
WEEKEND**
For Pre-Entry Packet Write:
Winter Nationals
6430 16th Street N
St. Petersburg, FL 33702

R.A.C.E.
SCHEDULE
THURS OCT. 15 ODYS, 3WHLRS Corona
THURS OCT. 15 MOTOCROSS O.C.I.R.
FRI OCT. 16 MOTOCROSS Corona
WED OCT. 21 FLAT TRACK Corona
THURS OCT. 22 GP KARTS Corona
THURS OCT. 22 MOTOCROSS O.C.I.R.
FRI OCT. 23 MOTOCROSS Corona

SRA Schedule
**NOV. 1 SUNRISE VALLEY G.P.
NOV. 29 RIVERSIDE G.P.**
(714) 828-1358

**World Champion
Products**
EAST/440 Belden Ave.
Addison, IL (312) 543-5247
WEST/1300 Hill St.
El Cajon, CA (714) 442-0431

CALENDAR

CHAMPIONSHIP EVENTS

**AMA Supercross
Series**

11/14 San Diego, CA

**Trans-USA MX
Series**

10/18 Sacramento, CA

**AMA National
Enduro Schedule
Western Region**

10/25 125-mi. Nat'l.
Mt. Baker M.C.
Bellingham, WA
206/733-1694
11/1 100-mi. Nat'l.
Checkpoints M.C.
Burbank, CA
213/843-8478

Central Region

11/8 100-mi. Nat'l.
Tulsa Enduro Riders Assn.
Tulsa, OK
918/258-2641

**National Drag
Race Schedule
NHRA/NMRA**

10/17-18 NHRA Winston World
Finals (Top Fuel only)
Orange, CA

AMA/Dragbike!

10/24-25 Jackson, TN
11/28-29 Gainesville, FL

IDBA

10/10-11 Gulfport, MS

**AMA/Dragbike!
Western Cham-
pionship Series**

10/24-25 Las Vegas, NV
11/14-15 Tucson, AZ

**SCORE Race
Schedule**

11/3-6 Baja 1000
Baja California, Mexico

**National
Road Runs**

10/11 Eastern Timed
Road Run
Holden, LA
11/28 CYCLE NEWS B to V
Poker Run
Barstow, CA Las
Vegas, NV

**1982 AMA/Drag-
bike! Series**

4/17-18 Palmdale, CA
4/24-25 Jackson, TN
5/15-16 Atco, NJ
5/22-23 Cincinnati, OH
6/5-6 Fremont, CA
6/12-13 E. Irvine, CA
6/18-20 Tulsa, OK
7/10-11 Columbus, OH
7/31-8/1 Syracuse, NY
8/TBA Belle Fousche, SD
9/4-6 TBA
9/11-12 Byron, IL
9/25-26 Commerce, GA
10/23-24 Las Vegas, NV
11/20-21 Gainesville, FL

**1982 SCORE
Race Schedule**

1/9 SCORE Awards Banquet
Anaheim, CA
2/5-7 Parker 400
Parker, AZ
3/26-28 Mexicali 250
Mexicali, Baja California,
Mexico
6/4-6 Baja Internacional
Baja California, Mexico
8/6-8 Off Road World
Championship
Riverside Int'l. Raceway
Riverside, CA
11/3-6 Baja 1000
Baja California, Mexico

IDAHO

**1982 CMC Golden
State Series**

1/2-3 Orange, CA
1/9-10 Lake Madera, CA
1/16-17 Marysville, CA
1/23-24 Huron, CA
1/30-31 Sacramento, CA
2/6-7 Carlsbad, CA
2/13-14 Lake Madera, CA

**EVERY
WEEK**

Wednesday

CMC NIGHT MOTOCROSS
Baylands Raceway, Fremont, CA. Durham P. Hwy. 17. All CMC classes. Vets/OT. 30% trophies. New lighting, snack bar, grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry \$12, watch \$4, jrs. \$3, 8-12 \$2. CMC lic. req., avail. @ track. Info 415/651-2545.

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5 1/2 mi. (end of Brown Field Airport). All classes + 3-wheelers & go-karts. Merchandise awards & trophies every night. 150% Pro p.b. Coca-Cola stadium-type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry \$12. Info 714/690-6414.

Thursday

CALIFORNIA

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry \$12, watch \$4.50, jrs. \$3.50, 8-12 \$2. Info 714/557-3323.

R.A.C.E. MOTOCROSS
Orange County Int'l. Raceway, Irvine, CA. I-5 @ Sand Canyon Ave. or I-405 @ Irvine Center Dr. to Sand Canyon. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry \$7, non-memb. \$9 (memb. not req.), Pros \$15, watch \$4, jrs. \$3, under 12 \$1. Info 714/552-5511 (Steve Crosby).

HUETTER FLAT TRACK
Huetter Speedway, S&S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, \$500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

WASHINGTON

**WASHINGTON NIGHT
MOTOCROSS**
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1 1/4 mi. N on rt. 50—Open, separate C class motos. Gates open 5 p.m., race 6. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini—Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

**SACRAMENTO NIGHT
MOTOCROSS**
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA.

E on Hwy. 50, S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse \$300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry \$8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry \$11, Pros \$17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

**OKLAHOMA NIGHT
MOTOCROSS**
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini—750s, trophies & \$. Gates open 6 p.m., prac. 6:30, race 8:30. Entry \$6, Pros \$10. Info 214/357-5058 (Bob Bagwell).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1 1/4 mi. N on rt. Mini—Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3 1/2 mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee—Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry \$7, Ex. \$10, rider gate \$3, watch \$3, 6-12 \$1. Info 405/360-3991 (after 5 p.m.).

Every Sat. & Sun.

**RUN WHAT YOU BRUNG
STREET RACE**
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission \$5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. Info 213/672-1814.

October 16

D-37 AMATEUR HALF MILE

Ascot Park, Gardena, CA.
Classes: Nov, Am, Ex-80cc, 125, 250, 500, Open, Seniors (over 30), AMA Open Pro Jr. & Ex. Limited entry each class. No money races, trophies only. Class "C" traction, no front brake. Non-D-37 riders welcome. Sign-ups 3-5 p.m. Practice 5:30-6:30, race 6:30. Entry \$14 per class, \$6 pit pass (2 per entry). Spectators: Adults \$5, Jrs \$3 or Kids \$1. Info 715/547-0451 or 213/371-7356.

October 17-18

TEXAS MOTOCROSS DOUBLE HEADER

Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry \$8, Ex. \$15, gate \$4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

CALIFORNIA SUPERBIKE SCHOOL

Laguna Seca Raceway, Monterey, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition \$130, machine damage policy (voluntary) \$7, medical insurance (\$5000 coverage) \$10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

October 17

AME MOTOCROSS

Sprockets Park, CA. Last fri. night. Post \$10 Sptm., \$15 Pros. All classes. Gates open 5 p.m. prac. 7 p.m., race 8 p.m., 30% trophies, 100% p/b to Pros. Free O/N camping. For more info call 213/881-5778.

AMA CALIFORNIA STATE & WOMEN'S MOTOCROSS CHAMPIONSHIP SERIES

Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. North Qualifier #3. Nov./Jr./Ex. in all classes for Championships + all support classes. 100% Semi-pro p.b., bonus trophies. Parts in the pits, concessions, free O/N camping. D-36 rules, no pit riding/dogs/bicycles. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry \$13, Semi-pro \$15 + \$5 park fee. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

MONTEREY BAY RAMS HI POINT SERIES SHORT TRACK

Monterey Fairgrounds, Monterey, CA. Mini-500s, Semi-pro purse. Gates open 5:30 p.m., prac. 6:30, race 8. Entry \$8, Semi-pro \$11 (\$8 p.b.). Info 408/394-8225.

R.A.C.E. NIGHT ST & TT

Canyon Raceway, Phoenix, AZ. 1 1/2 mi. W of 99th Ave. & Carefree Hwy. 30% Nov./Am. p.b., 100% Ex. p.b. + Trophy Dash. Also ATCs & Minis. Gates open 4:30 p.m., time trials 7:15, race 7:30. Entry \$10, Ex. \$14. R.A.C.E. of Arizona. Info 602/843-1124 (Marlow), 938-2618 (Doug).

AME NIGHT MOTOCROSS

Sprockets Park, Bakersfield, CA. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 7, race 8. Post entry \$10, Pros \$15. AME lic. req. Free O/N camping. Info 213/881-5778.

October 18

AMA TRANS-USA MOTO-CROSS SERIES

Prairie City OHV Park, Sacramento, CA. Hwy. 50 E of town to Zinfandel exit, S to White Rock Rd., E approx. 7 mi. to park. Final race of series; 250 Int'l. & 500 Support classes, \$18,000 cash + contingencies. Pontiac Trans-Am to series Int'l. class winner. Registration & tech. 8-9 a.m., riders mtg. 9:30, prac. 10-11:30, race 1 p.m. Tickets avail. @ Ticketron & selected NorCal m/c dealers. \$10 advance, \$13 race day, 7-12 \$5. Dirt Diggers North M.C. Info 916/920-1121.

NMA FALL NATIONAL SERIES

Las Vegas, NV. 50-250cc; minis thru 16, motorcycles thru

21. Pro p.b., 30% trophies. Gates open 7:30 a.m., prac. 8, race 9:30. Call for entries. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

D-36 MOTOCROSS

Santa Cruz County Fairgrounds, Watsonville, CA. on Hecker Pass Rd. (Hwy. 152). 125/250/Open/Vets/OT/4-stroke, 100% Ex. p.b. Official AMA/D-36 plates only. Gates open 6 a.m., prac. 7:30, race 9. Entry \$8, Ex. \$15, gate extra, watch \$3. Santa Cruz Ridge Runners M.C. Info 408/475-3619, 426-3237 (Paul Marino).

CPTA CASTROL TROPHY TRAIL

Loco, British Columbia, Canada. W/in 15 mi. of Vancouver, BC. Beg.-Ex. Sign up 9 a.m. Entry \$5. Info 604/936-7746 (Don Clark), 596-0757 (Graham Jackson).

INDOOR MOTORCYCLE SWAP MEET

National Orange Showgrounds, San Bernardino, CA. 9 a.m.-2 p.m. 8x10 space \$15, prime space \$25. Reservations must be made by mail in advance. R.G. Canning, PO Box 400, Maywood, CA 90270. 213/588-0763 (24-hr. info).

D-38 HORNEY TOAD ENDURO

Signal Mt. area, Imperial Valley, CA. Off Hwy. 98. All classes inc. 3-wheel, 20% trophies, D-38 Enduro pts., finisher pins. Family enduro w/emphasis on timekeeping. 15 mi. 1st loop, 2nd & 3rd loops 30 mi. ea. BBQ Sat. night. Start 8 a.m. Mail entry (closes 10/10) \$12 1 loop, \$16 3 loops, post add \$4. Mail entries w/2 legal size SASE to: Bush-Eaters M.C., c/o 11047 Pallon Way, San Diego, CA 92124. Info 714/275-1823, 463-8848, 489-0228.

TULSA MOTOCROSS

Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Race 9 a.m., riders mtg. 10, race 10:30. Entry \$8, Ex. \$15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

D-36 SHORT TRACK

King City Fairgrounds, King City, CA. Semi-Pro 1/4 mile cushion. class C traction only, D-36 and AMA rules apply. 85-100 Minis-125, 250, 500, Sportsman-100% payback. Gates open 8 a.m., practice 10 a.m., race 12 p.m. \$8 rider, \$4 Semi-pro. For mo info call 408/385-3296.

CRC NIGHT MOTOCROSS

Indian Dunes, Valencia, CA. All classes, running Int'l, Mini & ATC/Ody tracks. Prac. 7 p.m., race 8 p.m. Entry \$10, Pros \$15. CRC memb. req. Info 213/830-7519.

AFM ROAD RACE

Willow Springs Raceway, Rosamond, CA. Hwy. 14 N to Rosamond exit, left 5 mi. to track, BS/Prod/SS/GP/Sidecars. Free parking & programs. Gates open 7 a.m., prac. 9, race 1 p.m. Entry \$30 1st, \$15 ea. add'l, watch \$5. Info 714/523-3892 (Harry Bresach).

PHOENIX MOTOCROSS

Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry \$10, Ex. \$15, admission \$4, under 12 \$2. Phoenix Supercross Raceway, Inc. 602/867-4769.

D-37/DE ANZA MOTOCROSS

DeAnza Cycle Park, Sunnyvale, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry \$8, Pros \$12, non-memb. add \$2. Memb. not req. Park open seven days. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5840, 7979.

AMA CALIFORNIA & WOMEN'S STATE MOTOCROSS CHAMPIONSHIP SERIES

DeAnza Cycle Park, Sunnyvale, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off-ramp. Final South Qualifier. All classes. Gates open 7 a.m., prac. 8:30, race 9:30. Free camping, park open 7 days. Info 714/653-8068.

ARROYO MOTOCROSS

Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry \$8, Ex.

\$12. Harlingen MX Assn. Info 512/428-3895.

CMC MOTOCROSS

Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry \$10, Pros \$15. Info 714/557-3323.

OKLAHOMA CITY MOTOCROSS

Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit Eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry \$6, Ex. \$10, gate \$4. Info 405/732-0212 (Howard Musgrove).

MOSIER MOTOCROSS

Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. \$705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

CRC MOTOCROSS

Carlsbad Raceway, Carlsbad, CA. All classes, 2 long motos & cash prizes, 2 motos & brass trophies. Entry \$10, Pros \$15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

DEER VALLEY MOTOCROSS & 3-WHEEL

7th St. : Deer Valley Rd. in Phoenix, AZ. All classes, 150% Expert p/b, 33% trophies to 5th. Gates open 6:30 a.m., prac. 8 a.m., race 9 a.m. \$10 all classes, admission \$4 adults, \$2 under 12. For more info call 602/867-4769.

CMC MOTOCROSS

Huron Cycle Park. Gates open 6 a.m., prac. 8 a.m., race 9 a.m. 125% Pro. payback, trophies to Am. For more info call 209/945-2664.

October 23

CRC NIGHT MOTOCROSS

Indian Dunes, Valencia, CA. All classes, running Int'l, Mini & ATC/Ody tracks. Prac. 7 p.m., race 8. Entry \$10, Pros \$15. CRC memb. req. Info 213/830-7519.

October 24

D-37/SADDLEBACK SATURDAY MOTOCROSS

Saddleback Park, Orange, CA. All classes + Vets & Women. D-37 & Prog. Pro pts., 33% trophies. 40-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry \$11, Pros \$17. Info 714/496-8779 (Dennis Rosenberg).

PORTERVILLE NIGHT MOTOCROSS

Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

MONTEREY BAY RAMS HI POINT SERIES SHORT TRACK

Monterey Fairgrounds, Monterey, CA. Mini-500s, Semi-pro purse. Gates open 5:30 p.m., prac. 6:30, race 8. Entry \$8, Semi-pro \$11 (\$8 p.b.). Info 408/394-8225.

SUNRISE MX SCHOOL & NIGHT MX

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. School starts @ noon, free camping. Info 714/245-7339, 246-6109.

SAND HILL NIGHT MARATHON

Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Mini-Open, no cards req. Mini race 6-8:45 p.m., 250s 7-8, 200s 8-9, Open 9-10. Info 415/634-3328 (Tom Anderson).

CANYON RACEWAY MOTOCROSS

Phoenix, AZ. 1 1/2 miles W. of 99th Ave. & Carefree Hwy. Beg.-Exp. purse. 100% p.b. \$10 sportsman, \$14 Expert. For more info call 602/583-0575.

October 24 & 25

SAFARI TRAIL POKER RIDE

13 miles N. of Red Rock State Park on Hwy. 14. Highway and turns will be marked with line. 25 mile easy run on Sat. 50 mile challenge ride on Sun. Starting time 9 a.m. Donations \$4 adults, \$2 kids. For more info call 213/860-1528.

RUSS DARNELL MX SCHOOL

Barona Oaks Raceway, San Diego, CA. Info 714/980-3212.

October 25

D-36 EUROPEAN SCRAMBLES

Brentwood Sand Hill Ranch,



PRESENTS THE 6th ANNUAL

FALL NATIONALS



U. S. SUZUKI MAJOR AWARD DONOR



NO MEMBERSHIP REQUIRED

4 EVENT MOTOCROSS SERIES

OCT. 11 Arroyo CYCLE PARK	OCT. 18 Las Vegas MX PARK	OCT. 25 INDIAN DUNES	NOV. 1 SADDLEBACK PARK
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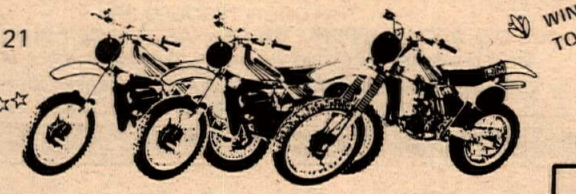
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★ 3 ★ 1982 SUZUKI'S!

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Minis thru 16
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(213) 893-7806 (213) 539-4150

QUALIFIER SCHEDULE:

18-Sun.	CRC MX....Indian Dunes....Valencia
18-Sun.	CRC MX.....Carlsbad.....Carlsbad
23-Fri.	Nite CRC MX.....Indian Dunes.....Valencia
25-Sun.	CRC MX.....Saddleback.....Orange
25-Sun.	CRC MX.....Edwards Air Force Base

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November 14th

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CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC-MX - 2nd & 4th Sundays
SSM-MX - Every Saturday

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 Rosemead, CA 91770
(213) 442-5414 (213) 283-6934

Brentwood, CA. Sign-up 8 a.m. Race for Vets & Old Timers 9:10:30 a.m., Jr.-Ex. 11-12:30, all Nov. 1-2:30 p.m. For more info call 415/634-3328.

SWAN MX RACEWAY
 Tyler, TX. Exit 695 from I-20, 2 mi. to CR 471 turn right follow signs. All classes - trophies to 5th pl. 100% p/b to Pros. Split program, rain or shine. Races every 4th & 5th Sundays. Prac. 8:30-10 a.m., Pro 1 p.m., race 1:30 p.m. Gate \$5, Nov. \$8, Pro. \$15. For more info call 214/882-4215.

HIGH DESERT 100
 Bend, OR. 20 mi. E of town on Hwy. 20, follow signs. All classes inc. new Trials class, 30% Am. trophies, 50% Ex. trophies, finisher pins, OMRA Desert pts. three different loops abt. 35 mi. ea. Closed course, spark arrestors/silencers req. Riders mtg. 9:15 a.m. (PST), Ex. start 10, Am. 10:30. Mail entry (closes 10/15) \$20, post \$30, OMRA memb. req. for OR residents (avail. @ sign up). Mail entries w/2 legal size SASE to: Cascade M.C., PO Box 11, Bend, OR 97709. Info 503/382-3513 (Joe, days), 0061 (Denny, nights), 3837 (Larry, nights).

NMA FALL NATIONAL SERIES
 Indian Dunes, Valencia, CA. 50-250cc; minis thru 16, motor-cycles thru 21. Pro p.b., 30% trophies. Gates open 7:30 a.m., prac. 8, race 9:30. Call for entries. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

CMC MOTOCROSS
 Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry \$10, Pros \$15. Info 714/557-3323.

D-36 MOTOCROSS
 Argyle Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, trophies, 100% Semi-pro p.b. Parts in the Pits, free O/N camping, concessions. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry \$13, Semi-pro \$15 + \$5 park fee. Argyle Park Promotions. Info 916/678-3592 (Buel Campbell).

AME MOTOCROSS
 Indian Dunes, Valencia, CA. All classes, 30% trophies, p.b. to Pros. Post entry \$10, Pros \$13. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. AME, PO Box 1421, Reseda, CA 91335, 213/881-5778.

M.R.A. MEDFORD MOTOCROSS
 Off I-5 at Blackwell Rd. Inter-change North to Kirkland Rd. White City, OR. Classes: Mini-O.T. 33% trophies 150% Pro pay back (no license reg.). Gates open 8 a.m., prac. 8:30-9:30, race 10 a.m. Am \$6, Pro \$10, Admission; Under 6 free, 6-18 \$2, 18 and over \$3. For more info call 503/899-7924.

DE ANZA MOTOCROSS
 DeAnza Cycle Park, Sunny-mead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry \$8, Pros \$12, non-memb. add \$2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

OKLAHOMA MOTOCROSS
 Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

MOTOCROSS
 Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry \$9, Ex. \$15. Nick Brajevich 714/245-7339.

JUNIPER MOTOCROSS
 Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry \$8, Ex. \$15, gate \$4. Info 918/426-4533 (McAlester Kawasak).

D-36 MOTOCROSS
 Livermore Valley Stadium, Livermore, CA. On Wente Rd. off S. Livermore Ave. Sierra Series Semi-pro MX, \$2000 contingencies, 80% Pro p.b., 60% accrued purse to o/a Pro winners, bonus trophies. Mini-

Vet. AMA & D-36 cards req., avail. @ track. No rider med. insur. Gates open 6:30 a.m., sign up 7:15-9, prac. 8-9, race 9:30. Entry \$12, Ex. \$15 + \$5, Beg. \$10, watch \$3.50. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

TRH FALL CHAMPIONSHIP SCRAMBLES SERIES
 (3 events left in series)
 Nov. Int. Ex. plus Youth Juniors and Women plus an Over 38 class. For more info call 713/376-2947 or 729-4687.

CHALLENGE, TCCRA CROSS COUNTRY vs. MOTOCROSS

Oakhill Raceway Decatur, TX. Increased Pro purse. One class "Run What You Brung." Trophies and contingency to Ama. and Exp., Nov. and Inter. Motocross with cross country circuit added. Race will be 50 miles long. Amateurs-Am. Mini & Powderpuff afternoon with Exp & Pros Mid Afternoon. For more info. call 214/264-4994.

AMA CAL STATE MX CHAMPIONSHIP SERIES

E Street Track, Marysville, CA. North qualifier #2. Nov./Int./Ex., 80/125/250/Open championship classes plus Vet./OT/100/Women support classes. Race 9 a.m., rain or shine. Track entrance on Shad Rd., take Hwy. 70 to N. Beale Rd., over levee 1 block. 916/695-2727, 695-2088 (Charlie Sexton).

CMC MOTOCROSS
 Hwy 41 N. from Fresno to O'Neals, north fork turn off. 14 miles to Rd. 221. Left 1 mile to signs, turn left, into ranch. 60's Open & 3-wheelers, 30% trophies. Gates open 12 noon on Sat. for overnite camping, close 11 p.m. Sat. night. Gates open 6 a.m. Sun., prac. 9 a.m., race 9:30. Gate \$5, 5-9 \$3, Am. \$12, Pros \$15. 100% p.b. For more info call 209/298-4205.

D-37 OBSERVED TRIALS
 Little Rock Dam: Palmdale, CA. All classes ran. Sign-ups 9 a.m., race 10 a.m. For more info call 213/353-0075.

D-37 HARE & HOUND
 Soggy Dry Lake area lined from "Y" Cafe in Lucerne to Bessimere Mine Rd. All desert classes plus pie plate. 20% trophies for Beg. 15% for all other classes. Belt Buckle finisher pins. Start time 9 a.m. Pacific STD time. Entry fee \$14. For more info call 714/985-1567.

CRC MOTOCROSS
 Saddleback Park, Orange, CA. All classes, 2 motos. Cash p.b. to Pros, 30% to Sptsmn. Entry \$10, \$15. Gates open 7 a.m. Prac. 8, race 9:30. Memb. req. Info 213/830-7519.

October 26-27

RUSS DARNELL MX SCHOOL
 Saddleback Park, Orange, CA. Info 714/980-3212.

October 28

R.A.C.E. FLAT TRACK
 Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry \$7, Pros \$10. Info 714/689-1913, 735-1705 (Elaine Jones).

October 30

CALIFORNIA SUPERBIKE SCHOOL

Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition \$120, machine damage policy (voluntary) \$7, medical insurance (\$5000 coverage) \$10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

October 31

CANYON RACEWAY MOTOCROSS
 Phoenix, AZ. 1 1/2 miles W. of 99th Ave. & Carefree Hwy. Beg.-Exp. purse. 100% p.b. \$10 sportsman, \$14 Expert. For more info call 602/583-0575.

November 1

RAMAPO M.C. OBSERVED TRIALS

Rt. 202, Suffern, New York. 5 miles E. of downtown Suffern on Rt. 202, 3 miles W. of Palisades Interstate Exit-12 Parkway. Special awards for Woods-bike, Senior, Youth, Ladies. Sign-ups 9:30 am to 11, starts 11. Entry fee \$3. For more info call 914/496-5218 or 789-2224.

NMA FALL NATIONAL SERIES
 Saddleback Park, Orange, CA. 50-250cc; minis thru 16, motor-cycles thru 21. Pro p.b., 30% trophies. Gates open 7:30 a.m., prac. 8, race 9:30. Call for entries. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

OKLAHOMA CITY MOTOCROSS
 Oklahoma City, OK. Inter-section of I-35 & I-40, E-bound I-40 exit Eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry \$6, Ex. \$10, gate \$4. Info 405/732-0212 (Howard Musgrove).

SRA BLACKCAT G.P.
 Sunrise Valley Cycle Park. 2 miles N. of Adelanto on Hwy 395. MX-desert. 1 hour races, 20% trophies, finishers pin. All classes ran, o/n camping. Entry \$12 mail, \$15 post non-members add \$2. 0-200 prac. 8 a.m. Also Seniors, race in afternoon. 201 Open prac. at 12:30 p.m., race in p.m. For more info call 714/828-1358.

CMC MOTOCROSS
 Hills Ferry Speedway; Newman, CA. All classes, Mini, Open & 3-wheelers. 30% trophies, Pro 100% p.b. Gates open 7 a.m., practice 8 a.m., race 9 a.m. \$10 reg., Pro \$15. For more info call 209/522-4820 or 523-8024.

AMA NATIONAL ENDURO
 Gorman, CA. 125/250/Open/4-stroke/Women classes, D-37 pts. Drawing Oct. 20, Shakey's Pizza, La Habra. Mail entry \$18 A&B, \$16 C. Post entry \$22, entry at drawing is post. 3 man teams add \$1. Send entry & 3 SASE to Tim Elliott, 1919 Screenland Dr., Burbank, CA 91505. 350 rider limit, spark arrestors req. Alternate site; Red Mountain. 213/843-8478 (Ron Alves).

AMA MOTOCROSS
 Seattle International Raceway, 9 miles E of I-5 on Hwy. 18. Pee Wee, 100, 125, 250, Open A & B, 100% Pro p/b, gates open 8 a.m., race 10:30 a.m.-5 p.m. Spec. \$4, AMA \$4 admis., \$5 to race, Pro. \$4 admis. \$10 to race. More info call 206/631-1550.

CMC SCORPIONS SUPER-CROSS
 Newman, CA. All Classes ran plus 3-wheelers. 1982 CMC cards will be on sale. Gates open 7 a.m., prac. 8 a.m., race 9 a.m., for more info call 209/522-4820.

TULSA MOTOCROSS
 Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry \$8, Ex. \$15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

OKLAHOMA CITY MOTOCROSS
 Oklahoma City, OK. Inter-section of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry \$6, Ex. \$10, gate \$4. Info 405/732-0212 (Howard Musgrove).

CMC MOTOCROSS
 Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry \$10, Pros \$15. Info 714/557-3323.

CRC MOTOCROSS
 Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry \$10, Pros \$15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

IRA MOTOCROSS
 Arroyo Cycle Park, San Bernardino, CA. About 10 mi. N of town on I-15E, off @ Palm Ave., turn left & follow signs. All classes, Beg.-Ex. \$ to Pros, 30% trophies. Gates open 7 a.m., prac. 8, race 9:30. No memb. req. Info 714/887-1560 (Arroyo), 359-1433 (IRA).

November 6

MOTORCYCLE SWAP MEET

Orange County Fairgrounds; Costa Mesa, CA. All indoors. Bikes, parts, and accessories. 6 p.m. to 11 p.m. 24 hours info. Call 714/498-9226.

November 8

CRC ROAD RUNNER FAMILY ENDURO

Rand Mtn. area, CA. 2 loops, approx. 35 mi. each. C-16/ Women A&B/Minis go one loop, all others go 2 loops. Entry \$16 mail, \$19 post, non-memb. add \$4. Finisher pins, 20% trophies, CRC enduro points. CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

November 15

AME MOTOCROSS

Indian Dunes, Valencia, CA. All new stadium track, 4 ft. 1st place trophies, drawing for 1981 motorcycle, \$1,500 Pro purse, triple points for riders. All entries receive Cycle-AM front number plate & numbers. Entry for Spts. & Pro., \$15 mail, \$25 post. Mail entries receive 3 drawing tickets, post entries receive 1 ticket. Gates open 7 a.m., prac. 8 a.m., race 9 a.m., AME P.O. Box 1421 Reseda, CA 91335 or call 213/881-5778.

CMMC MINI MOTOCROSS

Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry \$10, yearly memb. \$15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

ARROYO MOTOCROSS

Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry \$8, Ex. \$12. Harlingen MX Assn. Info 512/428-3895.

November 22

AME INDIAN DUNES

Valencia, CA. Post entry \$10, Sptm., \$13 Pros, AME lic. req. All classes. Gates open 7 a.m., prac. 8 a.m., race 9 a.m., 30% trophies, pb to Pros. For more info call 213/881-5778.

AME INDIAN DUNES

Valencia, CA. Post entry \$10, Sptm., \$13 Pros, AME lic. req. All classes. Gates open 7 a.m., prac. 8 a.m., race 9 a.m., 30% trophies, pb to Pros. For more info call 213/881-5778.

AME INDIAN DUNES

Valencia, CA. Post entry \$10, Sptm., \$13 Pros, AME lic. req. All classes. Gates open 7 a.m., prac. 8 a.m., race 9 a.m., 30% trophies, pb to Pros. For more info call 213/881-5778.

AME INDIAN DUNES

Valencia, CA. Post entry \$10, Sptm., \$13 Pros, AME lic. req. All classes. Gates open 7 a.m., prac. 8 a.m., race 9 a.m., 30% trophies, pb to Pros. For more info call 213/881-5778.



October 17-18

GLIDERS 2ND ANNUAL OVER-GLIGHTER

Yuma County Fairgrounds, Yuma, AZ. Metal run pins, trophies, beer & soda. Field events, dance, camping, breakfast & dinner. Mail entry \$8.50. Gliders M.C., 3726 West 3rd Place, Yuma, AZ 85364. 602/783-9534.

October 24-25

10TH ANNUAL GRIFFITH PARK SIDECAR RALLY

Crystal Springs area, Griffith Park, Los Angeles, CA. Movies by Clyde Earl, Sun. picnic, prizes. O/N camping to all registered. Certificates, Rally history booklet w/ea. entry. Entry \$5/vehicle, guests & spectators free. Doug Bingham, Side Strider, Inc., 15838 Arminta St., Unit 25, Van Nuys, CA 91409. 213/780-5542.

October 25

CCMA LOS PADRES POKER RUN/CRAIG VETTER HIGH MILEAGE CONTEST

Templeton, CA. U.S. 101 N or S, exit on Las Tablas Rd., left on Florence St. to Templeton Park (limer). Mileage contest open to all sizes of street legal prod. m/c, 400-rider limit, \$600 prizes & trophies. Entrants must enter poker run. Beautiful coastal rds. & scenery along Hwy. 1. Reg. 9 a.m.-noon. Entry \$7.50 poker run (inc. BBQ), \$2.50 mileage contest. Central Coast M/C Assn. Info 805/543-8126 (Paul Peterson).

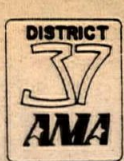
SOUTHLAND CYCLES ROAD RUN

Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. To Hidden Springs & Vasquez Rocks, 225-mi. round trip. Any brand of bike welcome. Start 9:15 a.m. Free entry. Info 714/893-5091 (days).

November 15

RUKKA RALLY

Alice's Restaurant, Hwy. 35, San Francisco, CA. 25 mi. S of town. 132-mi. road course, winner is rider w/time closest to group mean time. \$500 cash to 1st place, \$1500 in prizes. Start 8-11:30 a.m. Entry \$5. RUKKA Rainsuits. Info 415/863-8884, 800/227-3670 (R. Mansson).



AMATEUR HALF MILE

PREMIER



FIRST TIME EVER

Friday Night, Oct. 16, 1981

CLASSES:—Nov, Am, Ex. 80, 125, 250, 500, Open, Seniors (over 30)

- AMA Open Pro Jr & Ex
- Limited Entry Each Class
- No Money Races — Trophies Only
- Class "C" Traction — No Front Brake
- Non Dist. 37 Riders Welcome

SIGN UP: —3:30 P.M. Practice: 5:30-6:30, Race: 6:30
Closes 5 P.M. Sharp

ENTRY: —\$14.00 Per Class
—\$6.00 Pit Pass (2 Per Entry)

WATCH: —Adults \$5.00, Jrs. \$3.00, Kids \$1.00

INFO: (714) 547-0451, (213) 371-7356

Ascot — 18300 Vermont Ave., Gardena, Cal.
(213) 321-1100, (213) 323-1142

OLD TIME GRAND PRIX

IRA ROLLS BACK TO THE 70'S PRICES

30% TROPHIES

ARROYO CYCLE PARK

October 18, 1981

Overnight Parking
\$5 A Car — Must Be In
Before 9:00 p.m.

Mail Entry — \$10 — Sportsman \$12 — Pros
Post Entry — \$15 — Sportsman \$17 — Pros

No Membership
Required

50 Minute Races On A
5 Mile Course

The Best Natural Track in California

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to:
INTERNATIONAL RACING ASSOCIATION

(714) 359-1433

5909 Jurupa Ave., Unit 'N' — Riverside, California 92504



CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____



6th Annual



GREAT PUMPKIN G.P. Sunday, Nov. 1st CORONA RACEWAY



Husqvarna

1980 & 1981 MODELS
DRASTICALLY REDUCED
BUY NOW AND SAVE \$\$\$

We have one of the largest stocks of
Husky parts — for old models too!

T & O Yamaha

24020 Narbonne Ave.
(Torrance/Redondo area)
Lomita, CA 90717 213-534-2311



RACE
SCHEDULE

OCT. 18 — MOTOCROSS
Indian Dunes — San Diego Qualifier

OCT. 18 — MOTOCROSS
Carlsbad — San Diego Qualifier

OCT. 23 — MOTOCROSS
Indian Dunes — Friday Night
San Diego Qualifier

OCT. 25 — MOTOCROSS
Saddleback — San Diego Qualifier

CRC Membership Required
213-830-7519

WANT ADS

Help Wanted

★ ALHAMBRA YAMAHA ★

is looking for an experienced Yamaha mechanic! TOP WAGES! Call Herb or Jay (213) 289-5301. (38/TFN)

Parts Publications Writer

KAWASAKI is looking for an individual to coordinate the production of Microfiche & Parts catalogs for all Kawasaki products. This requires someone with a good mechanical background, metric knowledge, & excellent English grammar. Previous experience as a parts manager in a dealership, an asset; Kawasaki experience invaluable! To be considered send a resume or call for an application. KAWASAKI MOTORS, Attn: Bonnie Whidden, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (35/TFN)

Product Information Instructor

We need an individual with proven ability to schedule, recruit and instruct dealer technicians in the service & repair of Kawasaki products at our Santa Ana facility. This position requires technical & mechanical knowledge as well as the ability to instruct & evaluate students. To be considered send a resume or call for an application. KAWASAKI MOTORS, Attn: Bonnie Whidden, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (35/TFN)

SERVICE MANAGER WANTED

Min. 5 years experience. Honda / Kawasaki. 5 days a week. Modern, large dealership. Palm Springs area. OASIS HONDA/KAWASAKI (714) 324-5633 Jack. (239/TFN)

SALES REP WANTED!

J&D DISTRIBUTING has Bay Area/Northern Calif. territories available for experienced representative or person with motorcycle dealership background. Contact Roger Selby (415) 595-0283. (141)

LOT MAN WANTED

Must be able to put in a full day's work. Ask for Warren (213) 787-0110. (241/43)

SERVICE WRITER WANTED

Must be personable, able to talk with the public. Salary plus commission. Ask for Warren (213) 787-0110. (241/43)

PARTS/ACCESSORY HEAD

KAWASAKI OF RIVERSIDE has a management slot for an aggressive, experienced person to help us grow. If you have a minimum of three years experience, and think you can run a large parts department, then there is a high earning potential here! Permanent, paid vacation and medical, plus bonus program. Call Peter or Dan (714) 683-8839. 1605 University Ave., Riverside, CA 92507. (241/43)

Wanted: Honda Mechanic

Orange County's fastest growing dealership needs experienced mechanics. Excellent benefits, year round employment! Contact Hal at (714) 531-0742 or (213) 924-6006. (238/TFNE)

!!!HUSTLER WANTED!!!

Ambitious, aggressive, experienced salesman wanted for Southern California area. If you are a real hustler — you can make a bundle. Contact: John Linden, SUDCO INTERNATIONAL (213) 747-5173. (239/TFN)

Motorcycle Parts Man

Must be experienced, good shop, 17 yrs. Honda dir. Ask for Stan or Mike, VALLEY MOTORCYCLE SALES, 660 El Cajon Blvd., El Cajon (714) 442-0941. (541)

Business Opportunities

BUSINESS OPPORTUNITIES

Off road vehicle and motocross park. Central California Coast, 247 acres for sale or lease. Info — (805) 937-2503 days. (339/41)

AMERICAN MOTORCYCLE SCHOOLS, INC.

Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"

Residence or Home study
If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

Sun Belt Honda Dealership

Exclusive Honda dealership in expanding top growth area of Sun Belt state. Owner is retiring after 18 successful years. Attractive owner financing available for secured party. Reply to: CYCLE NEWS EAST, Div. HM, P.O. Box 805, Tucker, GA 30084-0805. (138/41)

Yamaha Motorcycle Snowmobile

dealership, Central Washington state, established 1971, \$600,000. Gross sales, \$150,000. Owner will finance for qualified buyer. WASHINGTON REAL ESTATE EXCHANGES (206) 235-1020. (139/42)

Suzuki Triumph Dealership

Medium-sized dealership in L.A. area with volume sales. Associated with largest dealer in So. California. Will finance including stock & equipment. Very reasonably priced. Divorce forces sale. Call (213) 992-0447 or send inquiries to CYCLE NEWS, P.O. Box 498, Dept. SC, Long Beach, CA 90801. (239/TFNE)

FOR SALE: Dealership, Suzuki — Sachs — Skis. Eastern Canada. Good clientele, established 1972. Building, inventory valued \$107,000 for \$75,000 U.S. Will finance if necessary. Going to retire. (819) 826-5303. (141E)

BILLINGS, MONTANA

Best Motorcycle Business in the state. Over 75,000.00 net. No Blue Sky. Good Terms. Requires \$150,000.00 investment. Call or write Bill Boyer, (406) 248-9191. FLOBERG REALTORS, 300 North 25th, Billings, Montana 59101. (141)

ASTEROIDS GAMES ★ ★

Like new, other models too. P/P. (213) 434-8862. (541)

Suzuki Dealership

in God's country, California's Siskiyou County seat. \$75,000. Possible trade for real estate w/cash. Call Ron (916) 842-9986 shop or (916) 842-1769 home. (338/41)

SERVICE MANAGER WANTED

Qualified person, Yamaha experience, salary plus commission. Contact Don at BELLFLOWER YAMAHA (213) 925-5097. (240/TFN)

Yamaha Service Manager

Experience preferred. Good pay, benefits. YAMAHA LOS ANGELES (213) 747-0348. (240/43)

European Dirt Bike Shop

Wants a qualified working/service manager — Los Angeles area. BAY AREA BULTACO-KTM (213) 649-1700. (140/42)

HALF PRICED!!

Dealer's new Husqvarna inventory. Includes parts, tools, sign, bins, manuals. Current dealer cost \$30,000. Sell for \$15,000. Call Ed after 5 p.m. (805) 252-8249. (340/43E)

Final Can-Am Clearance

1980 400 MX6s \$1199.00
KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (241/TFN)

ATC 250, XR 200R, \$1400 each OBO. RD 400, best offer. (213) 426-9767. (441)

1978 SR 500 — Super Trick

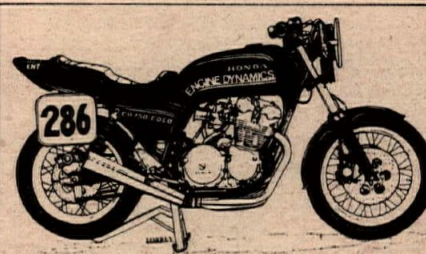
540cc, 10.5 to 1, Web-cam, ported, polished & flowed, S&W valve springs, 38mm carb, S&W strokers, gold anodized rims, forks & box swingarm. New cherry Candy Apple paint on fiberglass, chassis components. \$1850.00. (714) 535-7985 extras! (141/42)

1968 TRIUMPH TR-6, very good condition, very clean, \$1500.00. (916) 483-5652. (141)

New 1980 Husqvarna 390 Auto.

Only 1 mi. on speedo. Must sell, \$1595 firm. Save over \$1,000. Call Bill (714) 796-2572 before 5:00 p.m. (141)

1976 RD 250 — DG pipes, ACK rear sets, new Boges and KB1s. \$500. (714) 686-1944 days or (714) 684-1445 evenings. (341)



1982 Racebike Calendar

Contains 12 8 1/2 "x11" B&W line drawings suitable for framing. \$5.00 includes tax and shipping. Allow 4-6 wks. for delivery. ENGINE DYNAMICS, P.O. Box 2838, Petaluma, CA 94953. (707) 763-7519. (141/42E)



Custom KZ 1000 1977

Must sacrifice! Excellent condition, just rebuilt, custom paint with a lot of chrome, many extras. \$1,800.00 firm. After 4:00 (714) 737-9878. (141)



★ ★ PRO TRAC TRAILERS ★ ★

We manufacture the finest, most attractive trailers anywhere! Send for brochures & prices of our many list of options. 2504-B Mercantile Dr., Rancho Cordova, CA 95670. (916) 635-2899. PRO TRAC TEXAS, Hwy. 84 & Juntia Dr., Denison, TX 75020. (214) 463-1581. PRO TRAC SOUTH, 25437 Rye Canyon Rd., Valencia, CA 91355. (805) 257-2220. (241/TFNE)

Year End Clearance Sale

Anaheim Husqvarna will beat any deal anywhere in the U.S. on a 1981 Husqvarna. Call us for the best prices! (714) 630-6522. (241)

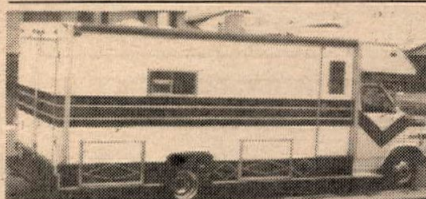


RUSS DARNELL MX SCHOOL

October 24 & 25 Barona Oaks — October 26 & 27 Saddleback, CA — November 7 & 8 Dallas, TX — December 5 & 6 Oklahoma City, OK — December 12 & 13 Bakersfield, CA — December 28 & 29 Saddleback, CA — December 28 & 29 Phoenix, AZ. (714) 980-3212. (241/TFNE)

1980 RN250 Suzuki

Excellent condition, new bottom end, very fast. Must sell, \$950.00 or best offer. Call Bill (714) 796-2572 before 5 p.m. (141)



FOR SALE: 1979 Custom Chevy 16' Box Van — 50,000 miles — extras: chrome wheels, aluminum workbench, vice, compressor & more, \$10,000. (303) 371-4358. (341)

Look 1980 Suzuki GS1100L

Perfect cond., 1500 mi., adjustable suspension, dual disc brakes. Best offer or trade for dirt bike plus cash. Call (714) 551-4753. (141)

1979 Husqvarna 390 OR

Low hours, \$900.00 OBO. (213) 697-7298. (141)

'79 SUZUKI 125RM

Ridden four times, excellent condition, Scott boots, \$700. (213) 597-3649 after 3. (441)

★!★ CB900F Bol D' Or ★!★

European model, lic. in CA. Show stopper, racing discs, smooth bores, S&W strokers, 200w of lites, Martek 880 ignition, machined rearsets foot controls, cases, turn-signal mts. Lovingly maintained by fanatic. \$4849 O.B.O. (213) 457-3589. (341)

'78 HUSKY 250 OR

Fresh engine, MS tank/skid, new rubber, riding clothes, many spares, many extras. \$800. (206) 779-7828. (341/42)

Hot Deal Mini RM

1979 RM80, excellent condition, 3 extra tires, extra forks, head, piston, pipe, bars and plastic. Dirt cheap. \$300. (714) 942-2936. (341/42)

Done racing—everything goes!

Pro Track 16' trailer — low mileage, \$1750.00; 1981 CR 125 w/Fox Shox; Mugen barrel & head, \$950 or w/stock shock & barrel, \$700. 1981 CR 125 w/C&J frame; Mugen barrel/head; Al Baker front & rear suspension — VERY fast; everything fresh, \$1800. Spare Mugen barrel & head; spare stock barrel & head. 1981 CR 125 stock frame — never used. Simon's forks — 12" travel; Scott Boots — large shells; 1981 Maico stock shocks — never used. 250 Maico cases; Mikunis — many sizes. (714) 755-3357 or (714) 942-9854. (341/44)



1162cc HONDA

Hillclimber or drag bike. Run 10.30. 137 mph record holder. \$4000. (213) 421-2306. (341)

1981 RM 465X

Excellent condition — must sell. \$1550.00. (213) 963-4041. (141)

'80 IT 175 G

Metzeler up front, Penticross in rear, aluminum silencer. Must sell, \$850.00. (213) 869-6932. (141)

Yamaha YZG 465

Super clean, \$1350.00 or best. (714) 776-1637. (141)

1981 Yamaha YZ465H playbike

\$1595, extras. Saugus (805) 255-1467. (141)

★ 1980 HUSKY ★

Exint. condition, desert tank, \$1300.00 OBO. Must sell!!! (805) 273-2230 aft. 5 p.m. (141/43)

TRADE '77 SUZUKI RM370B, fresh engine, gas shocks, many extras; clean, fast, reliable. \$600 or trade for 175 enduro IT, PE or street enduro. (213) 843-2892. (141)

★ ★ Yamaha Garage Sale ★ ★

TZ250 E, RD Superstreet, RD350 stock; rolling chassis. Many RD & TZ parts. Yamaha CS3 and Bridgestone 175/200 basket cases. Bell Star Helmet. All for \$2,500 OBO. OR will sell separate. After 8:00 p.m. (213) 833-6198. (141)

'81 MAICO 490

Super clean, new piston & ring, many extras! Must sell, \$1500 OBO. (213) 542-7932. (141/42)

'80 HUSKY 125 CR

Ash pipe, 250 tank, excellent, \$950. (714) 645-1273 or (714) 963-5341. (141)

IT175G YAMAHA 1980

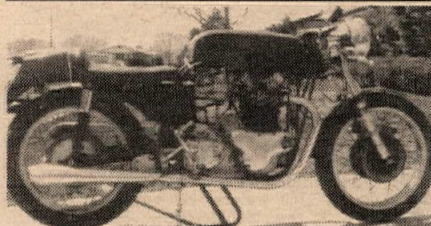
This bike is immaculate. You won't look at another after you've seen this one. (213) 696-7054. (441)

1980 MAICO 250 MI

Not used, some extras, must sell, make offer. (213) 428-6876. (141)

20 Ft. Pro-Trac

George Holland's trick Pro-Trac trailer is for sale. Too many extras to list, \$3800.00. Call 9 a.m. to 6 p.m. (209) 848-9377. (241)



Ian Kennedy Norton

20 miles, titled, fast, light, \$2500.00. (303) 424-8191. (141)

TRACY BODY

On RD 400 frame. New upholstery, RD mags, \$350 firm. RSC 350 engine, fresh rebuilt, \$100 OBO. (714) 686-1944 days or (714) 684-1445 evenings. (341)

'73 Moto Guzzi V7 Sport as new

Classic Cafe, under 700 miles, new Michelins/batteries, extras, spares, manuals, \$2400/offer. (213) 545-0695 eves, (213) 615-7494 days. (141/43)

'80 Husky 250 CR

Excellent condition, Ash pipe, ported, fast, \$1200. (805) 492-4141. (141)

1978 Yamaha SR500 Single

Excellent condition, many extras. \$1200.00. (213) 439-8132. (141)

43

The Original and Still The Fastest

Viper porting has produced National winners from Novice to Expert and can do the same for you. Why settle for an imitation when the real thing is available from DELTON'S CYCLE MACHINE SHOP, INC., 1902 N. Prospect, Champaign, IL 61820. (217) 352-6983. (240/41E)

1981 Honda CR250R \$1200.00

Perfect condition, located in north San Diego County. Eric, after 6:00 p.m. (714) 753-7573. (138/41)

Viper Mini Fall Clearance

Save up to 30%. Mini seats, \$45; 16" and 17" wheels from \$77; frame kits, \$495, aluminum or chromoly, MX or FT; handlebars, \$18; 16" and 17" tires, \$20; and aluminum rear sprockets 2/\$20. Available only from DELTON'S CYCLE MACHINE SHOP, INC., 1901 N. Prospect, Champaign, IL 61820. (217) 352-6983. (240/41E)



Sex is Fun,

but listening to the Mura Hi Stepper AM/FM stereo radio is fun too. This lightweight portable radio has excellent stereo sound and reception. The lightweight headphones will easily fit under a helmet for motorcycling, jogging, skiing, etc. Ten day money back guarantee. Send \$49.50 plus 6% for CA residents to: SPORTUNES, 8445 Ivory Coast Dr., San Diego, CA 92126. (139/41E)

1979 Yamaha YZ250F

Never raced. Scott boots, Jofa chest protectors, motor-Star-3 — kidney belt, leathers, and more, \$950.00.

1978 Yamaha YZ400

rode twice, like new, helmet, \$1300.00 OBO. (213) 429-7725 or (213) 430-0546. (240/43)

TRIUMPH PARTS

New old stock, trans., gears, frames, frame parts, Lucas, Amal. Most all parts for all Triumphs, complete motors in stock. (201) 469-4141. (33/EOI/TFN)

1980 Suzuki 850 GS

3500 miles, 2 helmets, rear rack, \$2450.00. Call (714) 837-6927. (340/42)

1980 440 MI MAICO. Fox Shox, Wheelsmith Fork mods, Wheelsmith pipe, Answer silencer, new Metzeler, excellent cond. \$1385 or best. (714) 661-8837. (140/41)



California Superbike School

The course see includes leathers, helmet, boots & gloves. Riding seminar by Keith Code and a track prepared Kawasaki 550. You ride at least 40 miles on the track. LAGUNA SECA: \$130 October 17-18, November 21-22. RIVERSIDE: \$120 October 30, November 18, December 12. RIVERSIDE: (advanced school) \$275 with Eddie Lawson October 30. \$5,000 medical insurance for \$10 — Machine damage policy \$7 (voluntary). P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (240/TFN)

4-Valve Godden Speedway

motors, ignition, carb, and pipe complete, \$2,000. Contact Mike Bast (714) 780-8261. (140/42)

TZ250H

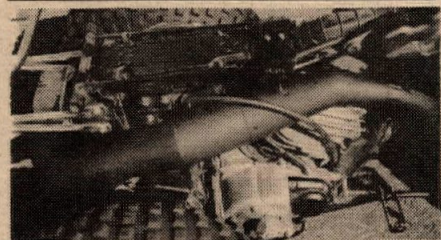
Clean, spares. Expert #158. Asking \$6,500. After 5 p.m. (518) 537-6451. (140/41E)

'78 KD KAW. 125, low miles, like new, \$450.00. (714) 838-8853. (140/41)

1980 MAICO 250, ridden little, Wheelsmith mods., \$1200. (213) 431-8542. (140/41)

'80 KTM 420 & '78 IT 400

'80 KTM 420, Simon forks, dual valved Ohlins, Metzeler, like new, \$1700. '78 Yamaha, new top end, White Bros., ported, Terry kit, over \$500 worth of extras. \$900. (213) 991-1463. (140/41)



COFFMAN'S NEW 1982 TRI MOTO 175 PIPE

Is NOW available! Improves performance through entire powerband. Comes complete with spark arrestor or silencer. GUARANTEED to perform to your expectations. Retail — \$94.50. Call or write now to COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92649. (714) 897-2209. (239/TFNE)

1980 RM80 SUZUKI

Excellent condition, extras, orig. owner, \$425. (213) 332-7122. (340/41)

CZ — JAWA — BABETTA

Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4786. (1/TFN)

TT500 ENGINE for sale. Eleven to one Venola piston, Pro-Tec cam, SR intake valve. Call evenings after 6 p.m. (714) 934-4239. (340/41)

1977 Triumph

750cc, \$1200 or offer, excellent shape. (714) 575-1946. Ask for Doug. (340/41)

C&J Honda 410cc Thumper

Betor forks, Cumutt shocks, Maguras, handles great! Fast & reliable. \$3,000 invested, 1st \$1500 takes. Days (714) 547-0961, eve. (714) 770-9184. (340/41)

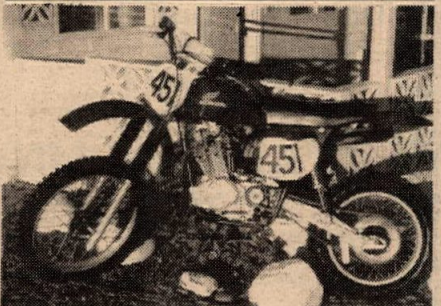
Yamaha 500 Thumper

C&J frame, Simon forks, Cumutt, fresh Powroll engine, Sun rims, 8 ga. spokes, Vesco, K&N, Magura, Metzeler, Tera Flex, many spare parts. Well maintained. \$1500.00. Evenings (714) 657-3164. (340/41)

LEATHERS: 1 pc. red/white/blue, like new, 5'9", 145-170 lbs. \$250. (412) 828-1024. (140/41E)

A Giveaway

1980 Carl Patrick XR, \$5,000. Cheney 500 Yamaha, \$900. Cheney 250 Yamaha, \$500. All are in excellent condition. Must sell. (515) 475-3276 before 3 p.m., CST. (140/42E)



Honda 500 Super Bike

Hallman frame, KYB suspension, only best parts & ass. Truly a trophy winner. Scott, after 6 p.m. (714) 462-7586. (140/41)

Super Trailer

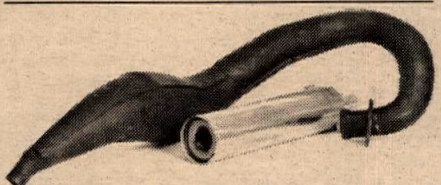
'73 Smuggler 20 ft., gen., A/C, awning, 100 gal. fresh water, hauls 4 bikes, \$3900.00. '78 IT400, White Bros. mods front & rear, alum. swingarm & silencer, \$900.00. (714) 895-3865. (140/41)

Private Speedway Lessons Given by Mike Bast.

Every Tues. and Thurs. One or two riders. One rider \$250. Two riders \$175. Eight hrs. personal riding w/7 time United States Speedway Champion. (714) 735-0540. (140/42)

Kawasaki Parts

Most parts shipped the same day. RIC'S CYCLE CENTER, 14 W. Main St., Bound Brook, NJ 08805. (201) 356-1193. (240/42E)



FPP Tri Moto Pipe, \$65.00

Includes rebuildable aluminum muffler (snap ring type no rivets) mounting & jetting instructions, all mounting hardware. Total guarantee. Spark arrestor inserts available. NOW IN STOCK (707) 462-9291. (19/EOI/TFN)

1979 Husky and 1976 Maico

1979 Husqvarna 390CR, A-1 condition, will sacrifice for \$800. 1976 Maico 400AW, good condition, a bargain for \$500. (608) 868-2310 (Southern Wisconsin). (140/41E)

1980 Husqvarna 250

Excellent condition, many extras. \$950. (714) 751-2288. (141)

1979 Maico 450, '80 Honda XL185

450 is fresh and clean, Fox Air Shox, fork kit and other extras, \$850. 185 is like new with only 100 miles, \$850. Call after 5 p.m., anytime on weekends (415) 569-3927. (141)

WANTED: Basket case TM125 Suzuki or spare parts. (714) 847-1436. (141/43)

1980 Kawasaki KLX 250-ATC 110

K&N handlebars, cam & pipe. Less than 500 miles on bike. \$875. Also '79 ATC Honda 110 with P-K exhaust, \$550. (714) 994-1829. (141)

1980 Yamaha 250 YZ G

Aluminum silencer, Boost bottle, straight pull throttle, little use, original bore. \$1100.00. Ask for Mark (213) 473-7195. (141)

1977 YZ 125 \$450

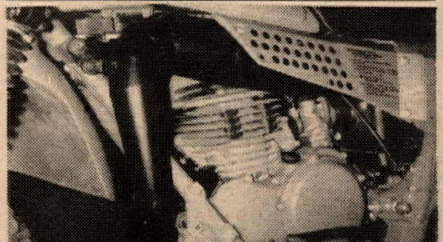
Good condition, not thrashed. (714) 354-2789. (141)

1979 BMW R65 "Superbl" ★★

Brown, low miles, factory oil cooler, deep oil pan, R.S. bars, Bilstein shocks, B.C.W. 1/4 fairing, much more! (213) 368-3710. (141)

'75 Suzuki, \$400 OBO

TS 50 on or off road, excellent condition. (213) 437-9210 or (213) 599-0158. (441)



Aircones ATC 250R Pipe 104.95

Get the best — don't settle for less — this pipe mounts on stock bracket and will outperform any pipe on the market. Contact AIRCONE, INC., 5901 Emerald Ave., Las Vegas, Nevada 89122. (702) 456-4177. (21/TFN)



SUPER STEAL

Kawasaki Z-1 Cafe Racer 95 h.p., double disc, Winning Performance Header, Custom Tracy Body, Trick Tony Williams Frame & Swingarm, Martek 1. e.d. Ignition, Winning Performance Header, many other extras — completely trick. \$6000.00 invested — Steal it for \$2200.00. Will deliver West Coast. (916) 682-8212. (38/41)

1979 SUZUKI GS1000S: Showroom condition, full 6 month warranty. Dealer owned. \$3,350. Call (307) 587-6218. (38/41)

'81 Husqvarna 430XC

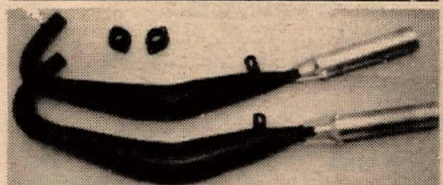
Completely set up for enduro or desert riding. \$2,900. Days (714) 870-4120, eves. (714) 899-1948. (38/41)

*V-Twin Virago's*650 Maxim's*

*920 V-Twin's*550 & 750 Seca's*

Immediate delivery!!

CONCORD YAMAHA (415) 798-2580 (24/TFN)



Factory Pipe Products RD250 & 350LC, R5, RD350, 400 & 400F Pipes \$125 Per set

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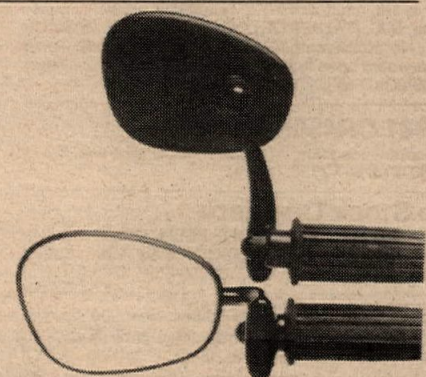
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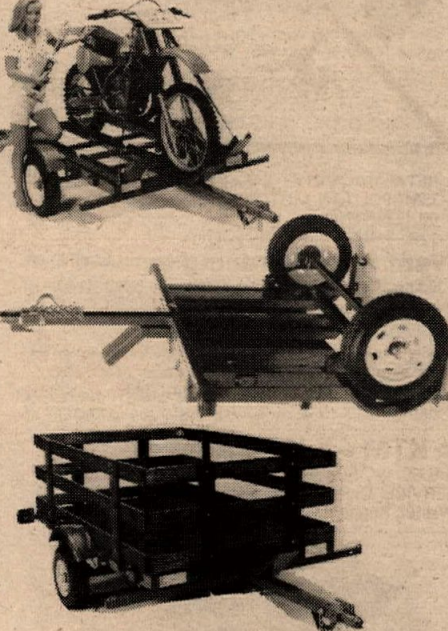
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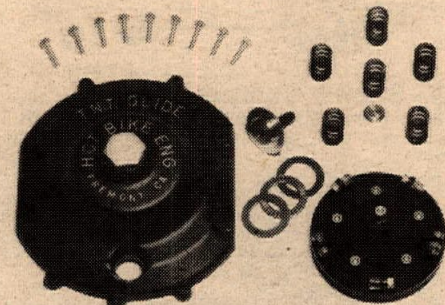
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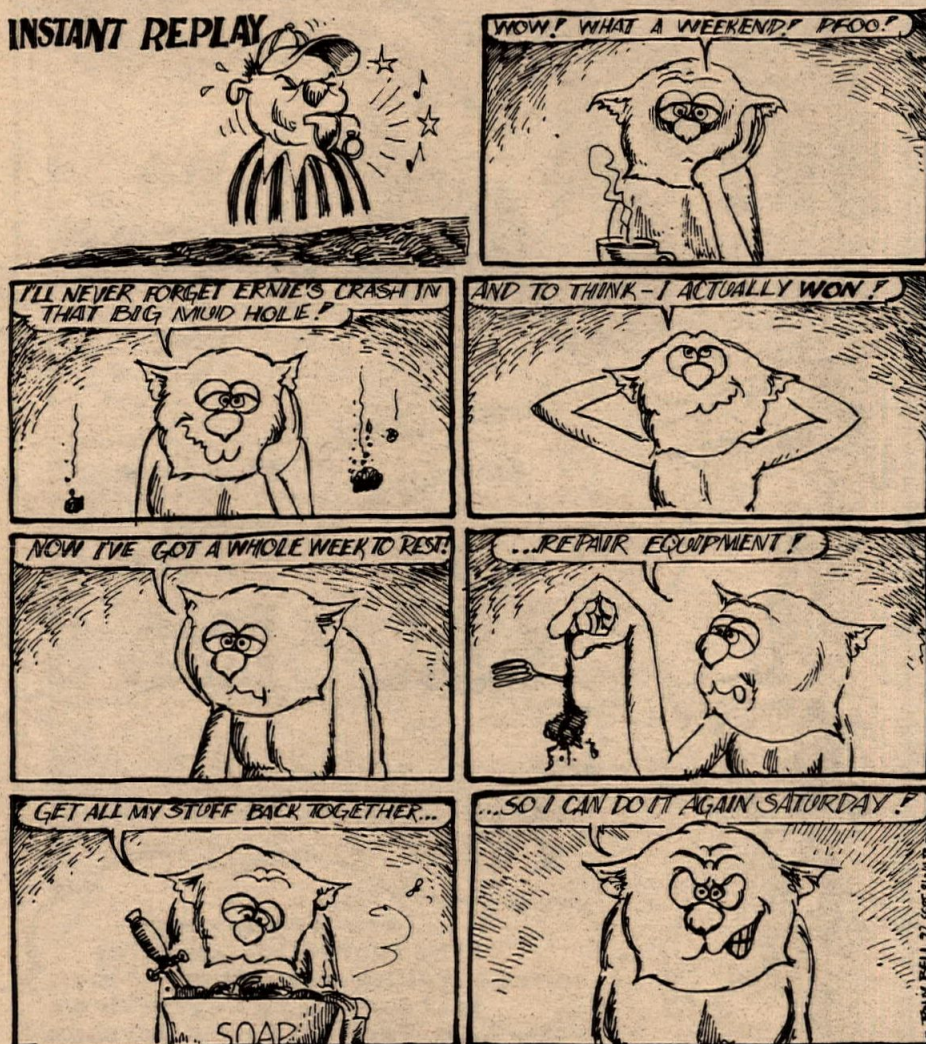
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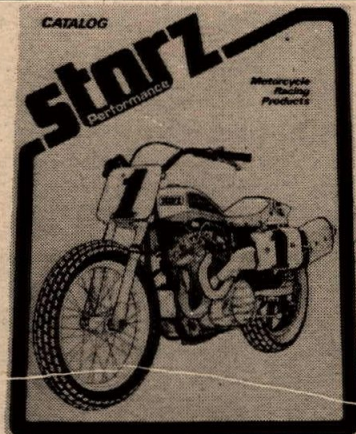
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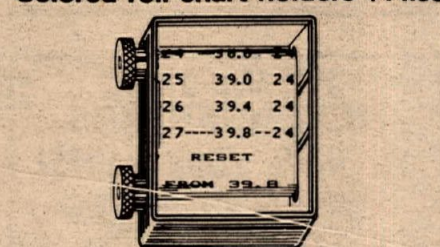
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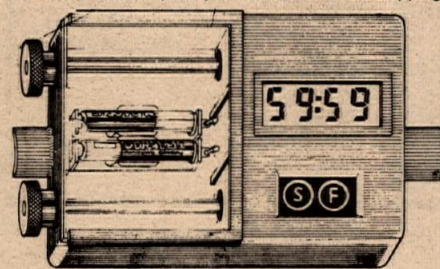
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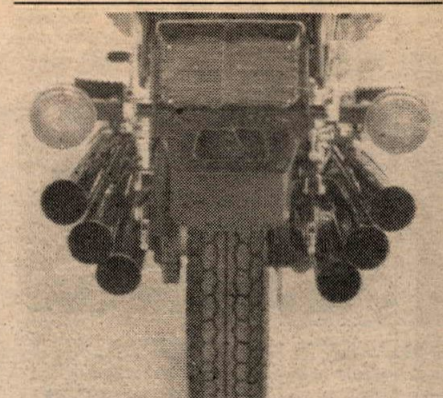
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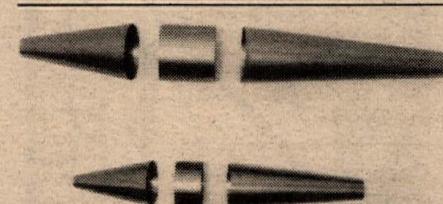
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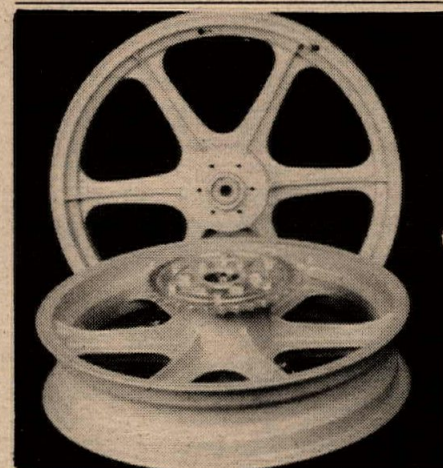


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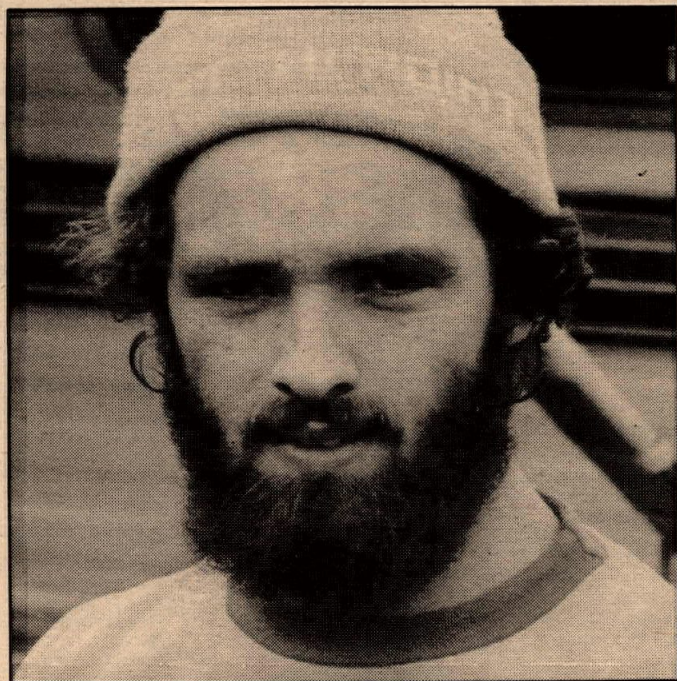
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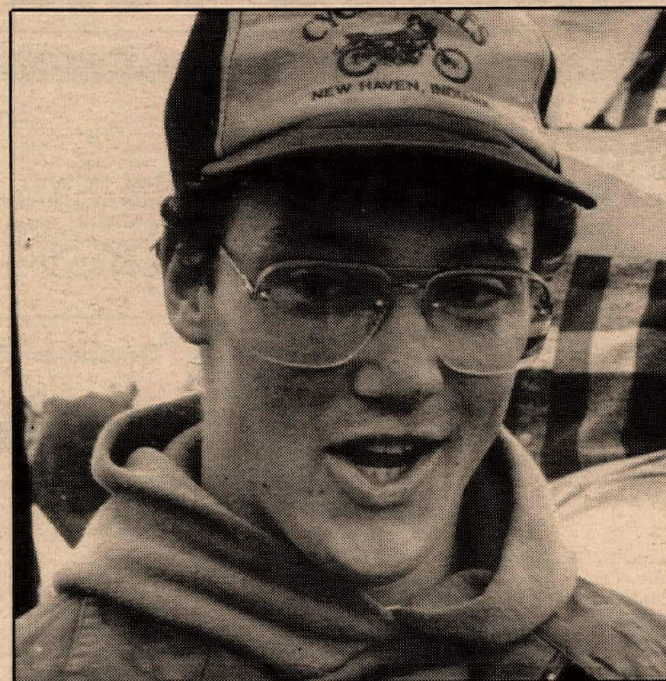


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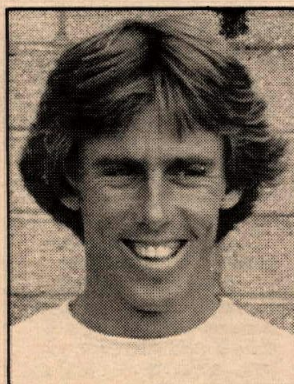
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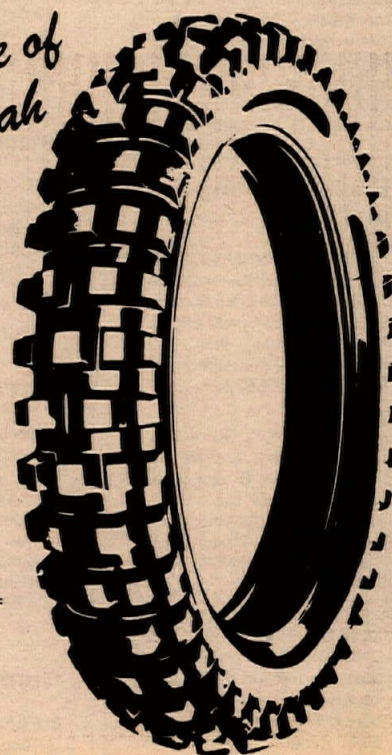
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